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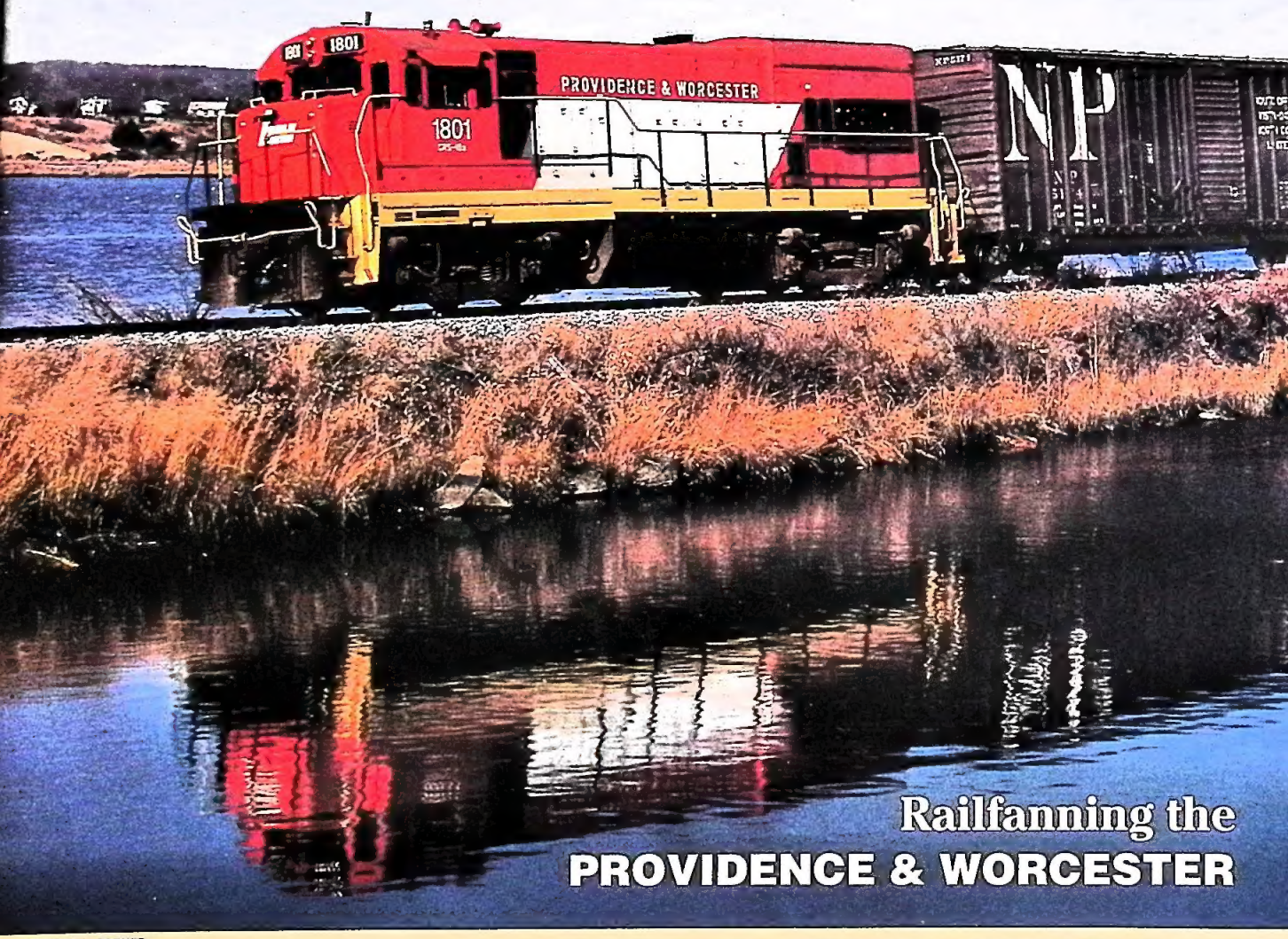

Railfanning the PROVIDENCE & WORCESTER

THOMAS L. CARVER

- NRHS' San Jose Convention
- The Oregon Eastern
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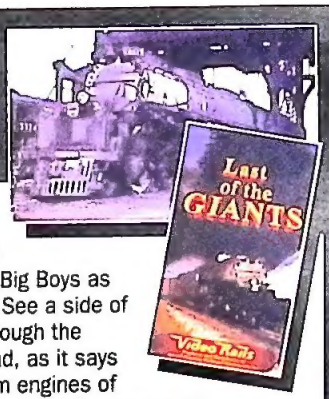

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KODACHROME: CHRIS KOZUB

READING & NORTHERN has acquired ex-Conrail trackage to access more anthracite country mines in eastern Pennsylvania. On August 6, R&N U23Bs 2397, 2398 and 2399 were switching the Jeddo Highland Coal Company breaker near Hazleton. See page 50.

KODACHROME: TOM SMILEY

CHATTAHOOCHEE INDUSTRIAL, a 15-mile connecting railroad between Hilton and Saffold in extreme southwest Georgia, has added new units to its roster, including ex-Arkansas & Louisiana Missouri SW7 11 and SW9 12, seen on the CIRR on August 5. They have been given m.u. capability and SW1500 control stands. Also new on the CIRR are ex-A&LM SW9 14 and ex-TTI RS3 slug 2075. The CIRR already owned three RS1s, an SW1500, a GP7 and slugs.

KODACHROME: PAUL D SCHNEIDER

TENNESSEE SHORT LINES have made some interesting motive power changes. Nashville & Eastern replaced its six RSD12s with U-boats from CSX. The RSD12s have since gone to the West Tennessee Railroad. On March 10, 1992, the 1853 was seen in fresh orange paint at West Tennessee's headquarters in Trenton, where the other RSD12s were placed in storage. See page 50.

KODACHROME: JIM FETCHERO

Railnews

KODACHROME: JIM TERRELL

THE "MA & PA" operated a series of summer trips out of York, Pennsylvania, for shippers and the public using private cars *Pine Tree State, Eagle Cañon, Leonard Buxton, Dover Harbor* and *Blue Ridge*. For the occasion, SW9 82 was repainted in the original Maryland & Pennsylvania scheme. It was photographed leading one of the specials past Spring Grove, Pa., on June 13.

WICHITA, TILLMAN & JACKSON, which operates lines between Altus, Oklahoma, and Wichita Falls, Texas, and between Walters and Waurika, Oklahoma, leased Colorado & Wyoming GP7s 102 and 103 to help WTJR's own ex-C&NW GP7s during the summer grain rush. The 102 and 103 were at Hollister, Okla., (**left**) on June 16.

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From the Publisher's desk: The Chunnel, etc.

When Eurotunnel opens in 1993, trains will whisk motorists and their cars under the English Channel between Folkstone and Calais in 35 minutes. Each train will carry 180 automobiles or 120 autos and 12 coaches on headways as close as 15 minutes. Presumably the tunnel trains will load and unload cars circus style as does the Deutsche Bundesbahn on runs to Sylt where passengers drive their cars on and off the train in minutes, unlike Auto Train where loading and unloading takes several hours and passengers ride in coaches or sleepers.

Since Eurotunnel represents a joint Anglo-French operation, the newly designed equipment will have a new blue and green color scheme with blue denoting reliability and strength (as did Eastern Airlines and Pan Am!) and green because everybody else uses red.

Naming the new Eurotunnel service was a project which took two years and nearly $1,000,000, utilizing the services of two top design agencies, one English and one French. The job was not easy since a word that sounded great in English might have a negative meaning in a European language. An example might be a newly designed Rolls Royce Silver Cloud named Silver Mist. In Germany "mist" means the same as cow chips in the U.S.

Ultimately the Eurotunnel people, after spending the money, came up with their own name: Le Shuttle. Why didn't they call Donald Trump two years ago and ask him for a name? They could have saved the money and flown me and my Morgan to Europe for the first run, as a perk.

Meanwhile, British Rail's passenger operations lost over $260 million dollars in 1991. The government is now proposing privatization of the state run passenger service with private companies running their trains over BR trackage. Critics argue that would-be train operators such as Stagecoach (a bus company) or Virgin (the airline) would cherry pick the routes, choosing those almost sure to make money. British Rail's fixed costs for maintenance and new equipment are almost prohibitively expensive.

R&R readers can't equate the several deluxe steam-operated luxury trains using equipment of the 1920s with everyday passenger service. The commuter rush hour by train or car is as bad in Britain as it is in the U.S. British roads, excepting the M road motorways, are largely two lane and getting more crowded by the year. Better and cheaper train service would provide relief, but it would require huge subsidies.

As we headed back to London's Heathrow Airport we passed a London-bound lorry-trailer emblazoned "Budweiser." The semis in the British Isles are getting larger, and many people would like to see them revert back to the rails where possible. Robin Gisby of Charterail has shipped three sets of RoadRailer trailers and bogies (trucks) to Britain from the U.S. for testing. Charterail already operates 80 piggyback cars. It is believed that intermodal use should expand once the Eurotunnel becomes operational in 1993. British Rail working with SNCF and Intercontainer will have 720 compatible flathead container wagons available by 1993 for Eurotunnel use. Most experts agree that faster European freight service is the key to expanding intermodal service. Freight stuck in a railyard or held on a siding won't do the trick. They're talking of 100 m.p.h. freight trains.

RAILFAN & RAILROAD

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Cover

One of the most colorful and picturesque railroads of the Northeast is the Providence & Worcester, a regional carrier spun off from the Penn Central nearly 20 years ago. Here southbound local NR-3 from Plainfield to Norwich, Connecticut, rambles along the River Thames just north of Gales Ferry on a beautiful October day in 1982. U18B 1801 still wears these "factory" colors, and John H. Roy, Jr., outlines the P&W's history and operations in his article on page 54. Kodachrome by Thomas L. Carver.

The finest in Southern Pacific steam was lined up in the yard at Santa Clara, Cal., on July 24, 1992, as *Daylight* 4449 and Pacific 2472 posed together for a night photo session at the NRHS 1992 National Convention. Steve Barry outlines the activities of the Convention and its ferry moves in his feature beginning on page 76. Kodachrome by David Goodheart; lighting by Jim Boyd and Victor Hand.

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Fanmail

Dixie esteem

Enjoyed your "Four Days of Steam in Dixie" in the August '92 MARKERS. However, I must take exception with your comment that TVRM's U.S. Army 2-8-0 610 is "the loudest 2-8-0 in captivity, with an authoritative exhaust that would put a Reading T1 to shame."

While the exhaust, in your opinion, may rival a Reading T1, 610 is not the only ex-Army 2-8-0 operating today. Therefore, it can not hold claim to being "the" loudest Consolidation of this type in captivity.

If you had been on hand during June 6th and 7th for the Historic Spencer Shop's charter (October '92 R&R, page 45) between Dillsboro and Murphy, North Carolina, I think you'd agree with my comments. Motive power for the trip was Great Smoky Mountains Railway 2-8-0 Number 1702, another ex-Army Consolidation. You should have heard her exhaust as she blasted upgrade through Red Marble Gap to Topton, N.C.

For 3½ miles, the GSMR line (former Southern Railway Murphy Branch) has an average grade of over 4½ percent, and at a couple of points the grade stiffens to 5.2 percent. If this was a main line like Saluda, it would have the claim of the steepest standard gauge grade in the U.S., but that's another story.

The 1702's exhaust was deafening. Even with GSMR's GP7 711 cut in as a helper and running in Run 8, the 1702 put on quite a show as it marched five cars over the grade.

It is too bad that you did not stop at the GSMR during your "Dixie" visit. Hickory, N.C., (where you spent a night) is just down the Interstate from 1702's home in Dillsboro, where we run "one of the loudest" 2-8-0s in captivity today.

GRANT G. GEIST
1702 Project manager/engineer
Diversified Rail Services,
Spencer, N.C.

Favoring Army 2-8-0s

As a career soldier and fan of military railroads, I must take exception with your remarks in the August 1992 issue about the "originally-ugly" U.S. Army 2-8-0 610, and I resent that. Granted, the government-approved design of the GI engines was not in keeping with that of "Georgian" locomotives, but you must remember that these engines were built for function, not form, and that they operated in just about every theater the Army fought in. Remember that when the

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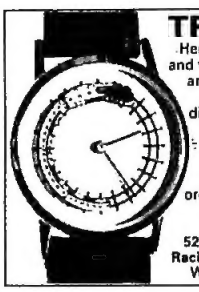

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rail lines were reopened to serve 3rd Army's logistic needs, those 2-8-0s hauled more freight in the first week than the trucks of the famed "Redball Express" hauled in the months previous. If you scour eastern European engine houses, you'll probably still find several examples active. At least two British preservation societies have purchased two GI Consolidations from the Polish State Railways, along with a handful of GI six-wheeled tank engines. Non of these are classics in the same genre as a Southern Railway Ps-4 or a British Railway *Brittania*-class, but they are still fascinating pieces of motive power.

I hail the efforts of the TVRM to preserve the spirit of the Southern in steam, but hope that historically-minded parties will have the sense to preserve one of these gems in the rough in its original state.

To summarize, Army power drifted to the unique. Just look at those sunken-cab Whitcombs as an example. But no one can doubt the contributions each of these engines made, both to the war effort and to the railfan scene. Oh, yes, one more thing: Railfanning is spotting Saudi Railways Alco RS1s from the cab of a "deuce-and-a-half."

SSG DOUGLAS B. SMITH
Fayetteville, N.C.

Wrong Missionary Ridge tunnel

I especially enjoyed your article "Four Days of Steam in Dixie" in the August 1992 issue. I also enjoyed one of those four days — the one here in Atlanta with A&WP 290, and it was, indeed, a very special run.

In your comments about the events at TVRM in Chattanooga you referred to their pre-Civil War Tunnel as being an objective of the Andrews Raiders in their famous run on April 12, 1862. You got your tunnels mixed up. The one under Missionary Ridge that TVRM has was built in 1858 by the East Tennessee & Georgia Railroad as it built from Knoxville to Dalton, Georgia, where it connected with the Western & Atlantic R.R. of Georgia. As Chattanooga grew, the line decided to run a branch from Cleveland, Tennessee, to Chattanooga, and this is the line that has the tunnel you wrote of under Missionary Ridge. Over the years it was taken over by other roads and eventually by the Southern Railway.

The tunnel which figured in the Andrews Raid affair is on the W&A at Tunnel Hill, Ga., 99 miles north of Atlanta through Cheetogeeta Mountain. I do not think the Andrews Raiders included destruction of this tunnel in their mission, for they steamed through it rather rapidly.

The W&A tunnel at Tunnel Hill, Ga., still exists though not used. A new bore was made a few feet away in 1928, and that tunnel is now used by CSX.

COLONEL JAMES G. BOGLE
U.S. Army Retired
Atlanta, Ga.

✏ *That story about the TVRM tunnel being the target of the Andrews Raiders was told to me by a friend in Chattanooga who is only a "borderline" railfan. He related the story with such conviction that I didn't realize that he*

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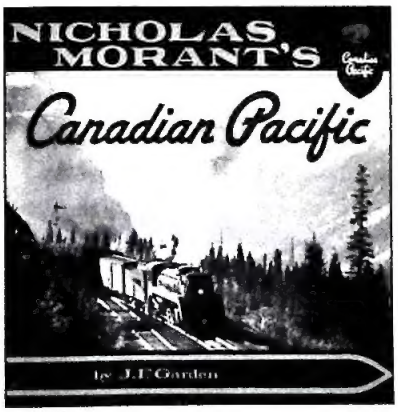

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RAILROAD AVENUE ENTERPRISES

had his railroads mixed up, and I simply repeated the tale without really thinking about it. I should have known better, for I had photographed an L&N passenger train at Big Shanty, Ga., back in 1968 and know darned well that the W&A had become L&N and not Southern — J.B.

On "Mon-Con" 701

Some corrections and clarifications on the September '92 news item on MCRR C415 701 are in order. The 701 was not involved in the demolition of the LTV Steel (formerly J&L) Pittsburgh plant. It was transferred to the Aliquippa & Southern several years ago, although it was never relettered.

Secondly, neither LTV's Pittsburgh plant or the MCRR are out of business. Although the steel-making portion of the plant south of the Monongahela River is being dismantled, part of the plant on the north shore, including the coke facility, is still very much in business. The MCRR continues to operate on a reduced scale to serve the remaining LTV facilities and other industries that have taken over portions of the former LTV plant. In fact, the MCRR office building is now the headquarters for all LTV Steel railroads.

LEE A. GREGORY
Pittsburgh, Pa.

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BY BRUCE KELLY

What's New?

Ticket to Toltec by Doris Osterwald is a 128-page 8½"×11" softcover illustrated guide to the tourist-hauling Cumbres & Toltec Scenic Railroad and its history dating back to the Denver & Rio Grande. It's actually a revised version of Osterwald's 96-page edition first released in 1976, with more photos and vastly improved typesetting and printing. For the most part this is a mile-by-mile description of the line — in both directions — between Chama and Antonito. Accompanying the written descriptions of C&TS landmarks are highly-detailed maps showing mileposts, sidings (shown in approximate length on their proper side of the main line), water tanks, section houses, tunnels, trestles, train wreck sites, elevations, access roads and many other features. Following the route guide are sections on train operations over the years (including grade profile), the famous Gramps oil field, snowfighting on Cumbres Pass, efforts of the Friends of the C&TS, movies filmed on the C&TS and the plant and animal life and geology visible along the line. The book concludes with impressive rosters of locomotives, freight and passenger cars (divided by specific type), cabooses, MofW equipment and even snowsheds. Worth much more than its modest price of $9.95 plus $1.05 shipping, it's available from Western Guideways, Ltd., P.O. Box 15532, Lakewood, CO 80215.

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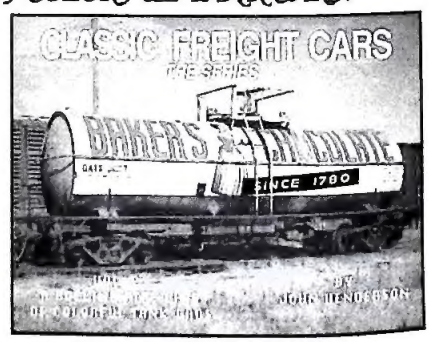

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The interpretive black & white photography of Robert Olmsted takes us to northern Illinois and Indiana in *West End Rails*. The title comes from the names like "West End" or "Lines West" that certain predominantly Eastern railroads applied to their Chicago area properties. Where this 104-page 8½"×11" hardcover is concerned, those roads are (or were) NYC, PRR, Penn Central, EL and Conrail, all captured in the Olmsted lens with its simple yet effective handling of station platforms, signals, towers and other elements to create timeless images of Fs, Sharks, GP30s, E8s, PAs, SDP45s, U25Bs, C39-8s and supercab Dash 8-40CWs in their workaday environment. At times, the photography is technically impressive, as in the oblique downward view on a New York Central E7 departing La Salle Street Station, the camera panned or the lens zoomed back to produce motion blur on the tracks and nearby freight cars while keeping the nose of the E-unit in sharp focus. Elsewhere, it's just great black & white photography of diesels captured in time and space, nicely printed in this $34.00 book (outside the U.S. add $5.00 shipping) from R.P. Olmsted, 1146 N. Mesa Drive No.257, Mesa, AZ 85201.

Calendar Call

It's that time again when next year's selection of railroad calendars begins pouring in. We invite anybody who produces a quality calendar to send one in for review consideration; just be sure to include complete ordering information such as price, tax and shipping (if any) and address. Calendar reviews will be published as space permits in the next several issues.

Leading off the four all-color offerings from Steamscenes is the "Passing Trains Calendar 1993" featuring beautifully reproduced photography by Nils Huxtable. Highlights of the steam and diesel subject matter are WP and UP units along the Humboldt River, LP&N 2-8-0 680 and FRSL 2-6-2 No.8

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Photo by Emery Gulash

This beautiful all-color tape was photographed by world renowned 16 mm film photographer, Emery Gulash and covers primarily the NKP, but no justice could be done to the NKP without including the AC&Y.

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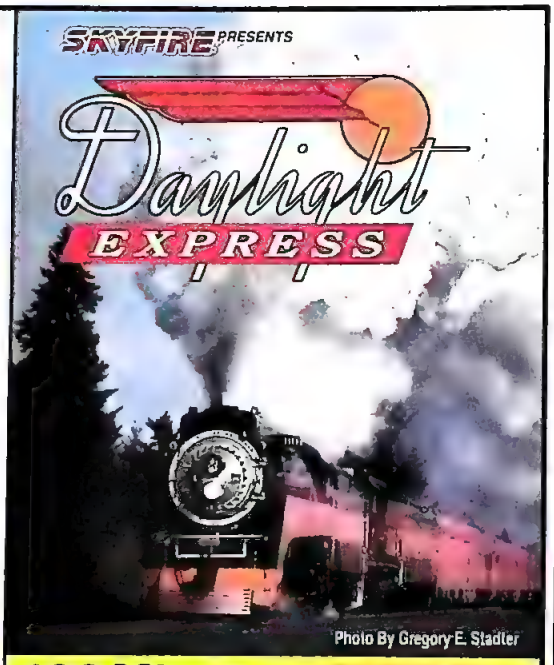

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doubleheading on the restored V&T line, BN unit grain crossing Bouvey Canyon Bridge on the now-abandoned ex-SP&S in southeastern Washington, GB&W C424s crossing a low wooden trestle, an exquisite broadside view of PRR 4-4-2 7002 and 4-4-0 1223 doubleheading on the Strasburg Rail Road and Santa Fe Super Fleet Dash 8-40BWs in the northern Arizona snow. The "Canadian Trains Calendar 1993" and "Southern Pacific Calendar 1993" from Steamscenes showcase fine color imagery — past and present — by a variety of photographers. The Canadian calendar includes BC Rail Draper Taper Dash 8-40CMs in the snow, Northern Alberta Railways GP9s and GMD1s passing "prairie skyscrapers," ex-Alberni Pacific Lumber 2-8-2 113 hauling a special log train on Vancouver Island, CNR boxcab electrics and heavyweight coaches outside Montreal in 1964 and PGE RS3s and an RS10 in Cheakamus Canyon. Except for the GP60s and B39-8s in San Timoteo Canyon and the SD9Es and GP9E on a long Coos Bay Branch trestle, the shots in the SP calendar are long-gone classics like N-C-O 4-6-0 No.12 on the Laws, California, turntable in 1952; a Cab-Forward romping past a 2-8-0 and an Alco-GE S2 at Port Costa (the S2 is preparing to lead a string of dead steam switchers to the scrap yard!); black widow A-B-B F7s on the old Shasta Division and the mix of SP, UP and Milwaukee Road cars on the *City of San Francisco* at Emigrant Gap. Steam in the United Kingdom is portrayed in Steamscenes' "Seasons of Steam Calendar 1993." The "Great Western 150" special is shown under the charge of ex-BR 4-6-0s, one acting as "banker" for the more than 1% climb near Llanvihangel. Elsewhere, a Severn Valley 0-6-0 steams past grazing sheep, and gorgeous sunsets create timeless silhouettes of ex-BR "West Country" Pacific 34092 crossing Batty Moss Viaduct on the Keighley & Worth Valley and ex-BR 4-6-0 75078 crossing the Irwell River on the East Lancashire Railway. The above photos depict restored locomotives operating on contemporary, preserved lines, but many other shots show British steam in regular service. All four Steamscenes calendars fold out to 11½"×18" and are priced at $9.95 each plus $1.00 postage per calendar (20% discount on orders of two or more) from Steamscenes, 2254 Lawson Avenue, West Vancouver, BC V7V 2E4.

The all-color "Baltimore & Ohio Railroad Historical Society 1993 Calendar" folds out to 11"×17" and has generally good reproduction of such vintage scenes as "Big Six" 2-10-2 helpers shoving freight up Sand Patch Grade at Manila, a passenger service GP7 on the turntable at Chicago's Robey Yard, E31b Consolidation 2917 with its "rare red cab roof" switching in Ohio and even a B&O bus at Rockefeller Center in the final months of New York passenger service and company tug boat *Hugh L. Bond Jr.* resting in Balti-

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more Harbor. Many of the photos are credited to the late Don Ball or his collection. It sells for $7.25 plus $1.50 shipping from B&OHS, P.O. Box 13578, Baltimore, MD 21203-3578.

The "Norfolk & Western Historical Society 1993 Calendar" folds out to 11"×17" and mentions important dates in N&W history. Its nicely-printed black & white photos are described in detailed captions. Among the pictures are an F-M trucked Alco C630; Y6b 2190 and S1a 291 (said to be the last steam locomotives in regular service on the N&W); brand new GP9s alongside 2-8-8-2s at Norton, Virginia, in 1956; an overview of the shops and servicing facilities at Portsmouth, Ohio, in the early 1950s; doubleheaded Virginian 2-8-8-2s at speed and the inspection train powered by 4-4-0 511 that paused at Dingess Tunnel in Rawl, West Virginia, following the completion of the Ohio Extension in 1892. With color cover photos of a K1 and a caboose, it sells for $6.95 postpaid from N&WHS, P.O. Box 201, Forest, VA 24551.

A&R Timetables

As you may recall from Jim Wrinn's feature story in the July 1992 issue, the Aberdeen & Rockfish has just celebrated its 100th anniversary. The North Carolina short line is sharing the excitement with railfans and collectors by offering copies of employee timetable No.100 (effective June 21, 1992) and a reprint of timetable No.47 (effective July 17, 1921). Reproduced clean and sharp as a four-page folded sheet, the 1920s reprint includes graphs on the A&R main line between Aberdeen and Fayetteville and the Wagram Branch out of Raeford. Listed in the graphs are stations stops for the Wagram Branch mixed train and the main line's four passenger trains and two scheduled freights. Also

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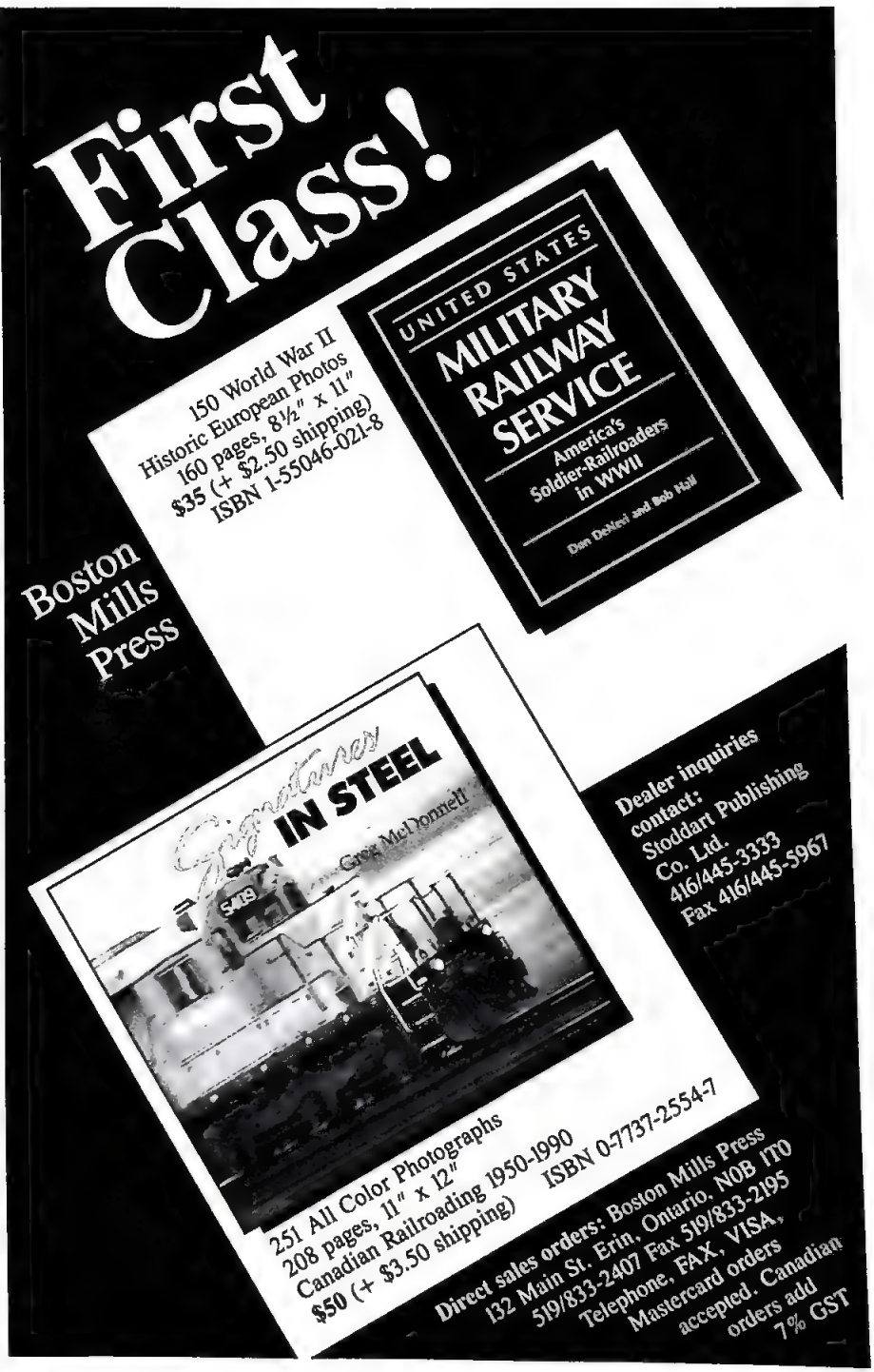
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shown are siding capacities (the longest being ten cars!) and general rules.

The blinding fluorescent orange cover on timetable 100 should be clearly visible to the engineer if his man on the ground decides to give hand signals in the traditional daytime method of waving the timetable. On the back cover is a system map of the A&R and the related Dunn-Erwin and Pee Dee River railways. After a one-page commentary by A&R President Edward Lewis, the twelve-page timetable presents the route graphs and general instructions for the three sister short lines. The A&R graph lists the Monday-Friday departure times for freights 21 and 22, both of which still use the same trains numbers as the A&R local freights listed in the 1921 timetable.

Both timetables are being sold as a set for $10.00 from the Aberdeen & Rockfish Railroad, Box 917, Aberdeen, NC 28315.

Railway Express: An Overview by V.S. Roseman, published by Rocky Mountain Publishing, Inc., 2929 Blake Street, Denver, CO 80205; 128 8½"×11" pages, softcover; $12.95 plus $2.25 shipping (Colo. res add 7.3% tax).

Until now, the biggest void in many railway libraries has been a book on the Railway Express Agency. But, thanks to celebrated model railroader Vic Roseman and the folks at *Model Railroading* Magazine, this very important story has finally been told. And, at a bargain price.

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Despite its extensive air and highway subsidiaries, REA was seriously affected by government regulations and the decline of the passenger train, which had been the backbone of its services. REA closed its doors in 1975.

Roseman's book covers all facets of REA's worldwide services for the railfan and modeler alike. Chapters cover rail, highway and air express, including pioneer cargo containerization, rolling stock, aircraft, vehicles, liveries, terminal design and tips for modelers. One fascinating chapter includes anecdotal tales of fantrips on mail/express trains, along with diagrams and descriptions of some of the better-known runs indicating the locations of set-outs and pick-ups of express cars across the country.

But the best part of the book for fan and modeler is the section on REA's fleet of express boxcars, refers and baggage cars — their types, designs and paint schemes.

The chapters are illustrated with a vast collection of black & white prototype photos, a few color views, many line drawings and superb models by the author, a fine arts teacher. If this REA overview misses its train at all, it's because of some of the illustrations and editing. The book would have been more appealing if additional prototype photos had

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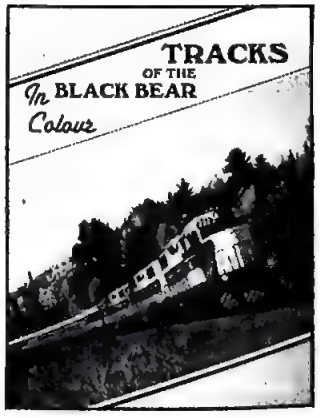

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been used in lieu of some of the freehand illustrations. Since there are only two pages of color, I think they should have been color charts instead of truck photos, since accurate examples of REA's distinct hues of green and grey are not readily available elsewhere.

Finally, I got the impression that the book was written rather quickly and not too well edited. For instance, the unique welded reefers of 1947 are described variously as white or silver on different pages. My sources say they were silver.

But these are minor criticisms compared to the service Roseman has performed for the hobby, and at the very affordable price. *Railway Express: An Overview* is essential reading for the passenger train enthusiast and modeler — TOM SAVIO.

Videos

BY MIKE DEL VECCHIO

The 1992 NRHS Convention

The National Railway Historical Society's 1992 Convention in San Jose will likely be remembered for its track speed running, colorful matched consists, superb weather and well-executed fantrips. The main line performers were familiar veterans, UP 4-6-6-4 3985, SP 4-8-4 4449 and SP 4-6-2 2472, and the trips included such famous trackage as Espee's Coast Line and Peninsula commute trackage and UP's spectacular former-WP Altamont Pass. The convention proper lasted five days between July 22 and 26. Main line excursions were run on four of these days, and included in the Convention itinerary were also historic trolley operations and trips on a number of nearby tourist and museum railroads. Including the ferry moves of 3985 and 4449 into the Bay Area, which were run as revenue one-way excursions, convention-related main line steam ran from July 11 through August 3.

It was, of course, a "media event," and as is our custom, tapes will be reviewed in the order in which we receive them. The "immediacy" of video coverage is evidenced by the fact that the two most competitive producers had their tapes ready in time to be included with our own convention coverage in this issue. Incidentally, neither reviewer had seen the "other" tape when their reviews were written.

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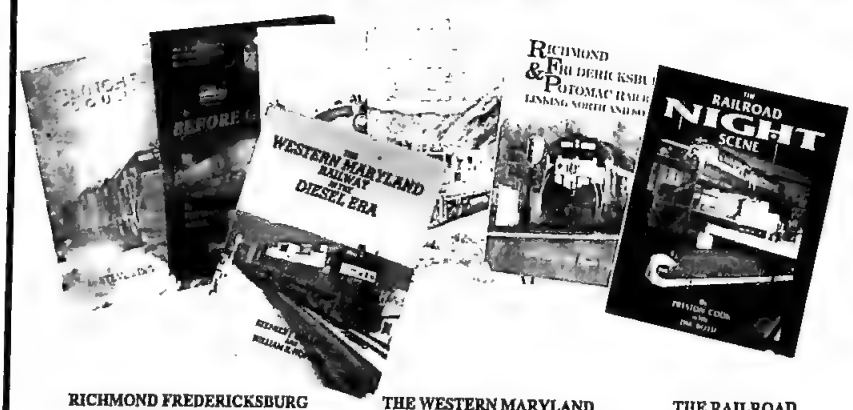

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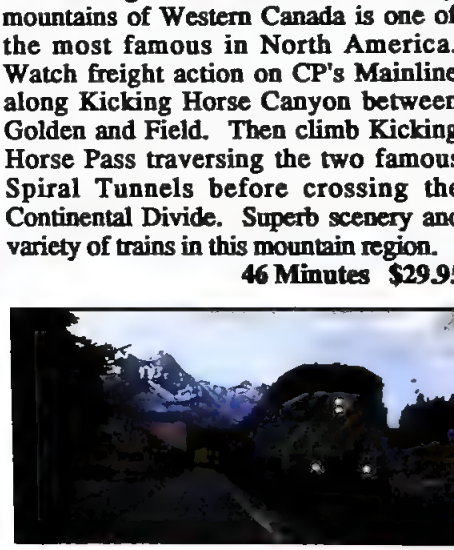

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its field. With multiple state-of-the-art Betacam-equipped crews, Pentrex presents the main line moves of big steam directly related to the Convention, including the California legs of the inbound and outbound passenger-carrying ferry moves. The show opens with UP 3985 at Portola as it prepares for the run through Feather River Canyon and the 60 m.p.h. running beyond Oroville to Sacramento and on to Milpitas where the 3985 was "staged" for fantrips. The 4449 coverage begins at Sacramento as the *Daylight* enthusiastically handles the fast track, photo runs and Jack London Square on its way to San Jose. Espee 4-6-2 2472 ferried to San Jose behind diesels, but the coverage here includes break-in shuffling within its Hunter's Point shipyard home in South San Francisco.

The five-day convention itinerary included four main line steam trips with Friday reserved for non-main line outings, the banquet and a night photo session. Coverage of the official Convention trips begins at Milpitas with 3985 departing for the climb up and over the golden grades of Altamont to Stockton. The camera is right there for the Altamont climb and some impressive photo runbys and gives you a close look when the million-pound Challenger stalls the "air engine" powered Stockton turntable.

The second trip was an innovative one: the 2472 ran up the Peninsula commute line with the SP train to San Francisco while the 3985-powered UP train ran up to Oakland. Excursionists from each train rode a ferry across the Bay and the returned to San Jose on the other train. Coverage here is primarily of 2472's historic jaunt on its old Peninsula stomping grounds. The Challenger-powered East Bay Section is shown running through Jack London Square, an impressive sight which needs to be seen to be appreciated. On the return, the idle 4449 whistles to 2472 as the Pacific rolls past Santa Clara tower at dusk.

The third excursion was a 4449 round trip to Sacramento. Plenty of fast running, thick plumes and great sound are the rule here.

The final convention trip was a 2472-4449 doubleheader down Espee's Coast Line to Watsonville Junction. Here, too, there is plenty of track speed running, trestles and photo runby coverage.

The departing ferry moves of both locomotives were also revenue excursions. The 3985 is followed to Portola, which means another trip over Altamont, fast running through Stockton and an uphill climb through Feather River Canyon with photo runs en route. The 4449 run is followed all the way to Klamath Falls, Ore., and the highlights here include the long Redding trestle, Sacramento River Canyon and high speed running around Mt. Shasta.

It wasn't until viewing this tape that I realized some of the things that this convention had accomplished: During one week steam locomotives mingled with automobiles six times in Jack London Square. Four times the Challenger stormed over Altamont, whose rolling hills hadn't seen steam since the 1950s and the WP. And the excursions and ferry moves all ran at track speeds.

Pentrex did a very sharp job covering the main line action of this convention. The tape is well organized, and though it is long, the editing is well paced. The narration is very informative, but there are no maps (if you are reading this magazine, simply turn to our

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convention feature maps). I think the real strength of this program is in the photography. Throughout, the scenes are obviously well planned and carefully executed — and it was the multiple crews (there appear to have been three) that made it possible. Both runs through Feather River Canyon feature numerous locations and great camera positions: a beautiful broadside on Clio Trestle, quintessential Keddie Wye and great angles on Williams Loop in both directions and much more. One scene overlooking the curved Rock Creek trestle shows the crowded two-lane road below summing up the chaos of photographing steam in this canyon. Scenes of the Challenger traversing Altamont will go down as some of the most historic 3985 action ever shot.

As always, the 4449 and its train are as gorgeous a sight as any in railroading, and the scenes of it running through Martinez and Pinole along the bay, past Mt. Shasta, over Redding trestle and in the wide open marshlands are all just about timeless. And the long lens view of 4449 drifting through the highway-capped Shasta Lake bridge is a great study of steam in a modern setting.

Pacific 2472's jaunt up and down the Peninsula and leading the 4449 down the Coast Line are also great to see. And I think that the photo run of the doubleheader under gray skies at Aromas should go into 2472's scrapbook as one of its all-time best performances.

Whether or not you were at the Convention, this high-quality visual record of the best of the main line steam is well worth the price — M.D.

"Operation San Jose," produced by Mark I Video, P.O. Box 404, New Milford, NJ 07646; 800/66-MARK1, VHS only, VISA and MasterCard accepted, 140 minutes, $24.95 plus $4.00 shipping (N.J. res. add 6% sales tax).

I'm not an armchair railfan, but since no one can "do it all," I had decided some time ago to pass on this year's NRHS convention and rely on videotapes to show me what I had missed. After seeing this "Official Videotape" of the convention, I was overwhelmed by the results.

Producer Marc Balkin's 18 video crews generated so much tape from the 24-day event (including the SP and UP ferry moves) that he reports that it took him ten days just to look at all the raw footage and then 150 hours to edit it down to this all-encompassing, fast-paced two hour and 20 minute tape, narrated by Jim Boyd. Even if you attended the convention, there is no way you could have obtained this much coverage on your own — even with a helicopter at your disposal, which is about the only thing that wasn't used here. Every event is covered, including the Cheyenne and Portland ferry runs and local short line and trolley trips.

Grab your favorite libation and settle into your couch and press the PLAY button. You will not need to touch FAST FORWARD.

Coverage begins with the highlights of three days of UP 3985 action from Cheyenne to Portola, sampling the excellent mountain and desert scenery. "Detailed" coverage begins with the westbound run through Feather River Canyon, where Mark I's crews hit all the "must" spots (Clio Viaduct, Williams Loop, Keddie Wye, Pulga and many more). We leave 3985 after an impressive romp uphill out of Oroville and shift to Portland, Oregon, earlier on the same day for the departure of SP *Daylight* 4449.

Here is the first real surprise of the tape as we are treated to two scenes (one shot by a CBS network crew) of the *Daylight* train passing Northern Pacific 4-8-4 2668, which is the SP&S 700 relettered for the NP Historical Association convention. We then follow 4449 for the next couple of days on to Sacramento with a fine sampling of scenery like Mt. Shasta and the Sacramento River canyon. The multiple crews enable us to also see the 3985 go from Sacramento to San Jose the same day over Altamont Pass. Each day's activity is well organized, completing one engine's journey and then picking up the other, referencing with maps where necessary. The coverage of both runs is appropriate and satisfying, hitting the important locations without getting bogged down in detail.

The convention's third engine, SP 4-6-2 2472, is introduced with a flashback to 1991 to depict the loco's recent history. The 1991 scenes include work at Hunter's Point, the run to Sacramento and the 2472's appearance at the Railfair pageant.

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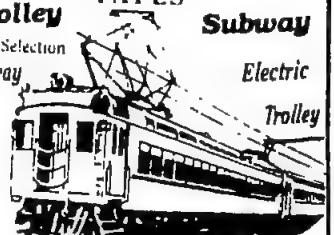

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The sixth full color NH R.R. calendar displays open platform M.U.'s I-5 Hudson in action, NH Tugboat, Conn. Co. trolley and many more colorful views. Write for information on back issues.
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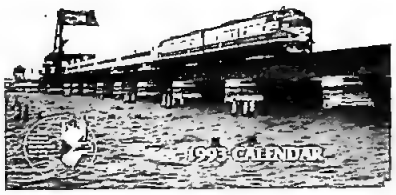

New for 1993 and in a large 9x12 format. Vintage steam, diesel and electrics from New Jersey fallen flags, i.e. Lehigh Valley, Jersey Central, Lehigh & New England, Raritan River and more! Proceeds from this calendar will benefit the restoration of diesels and the varied rolling stock of the United Railroad Historical Society.
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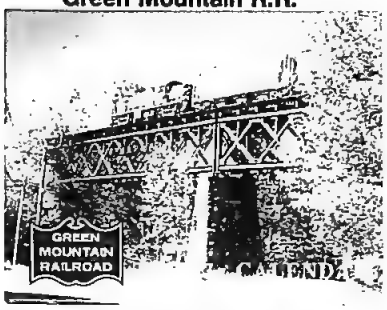

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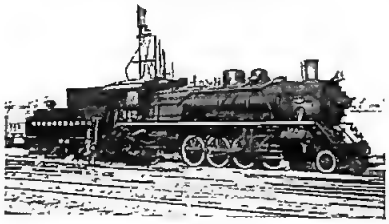

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Patronize the sponsoring groups directly as shown under each calendar.

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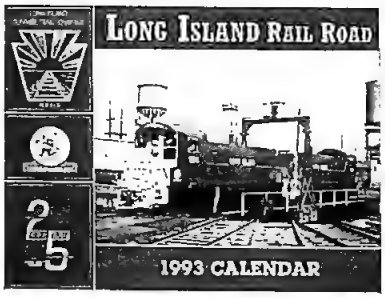

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The listings below describe some of the featured articles in each issue. Supplies are limited on many issues and cannot be replaced, so please order now! Single copies are $2.95 ea. postpaid for domestic orders and $3.95 ea. postpaid for foreign orders. Any 10 issues are $20.00 postpaid for domestic orders (add $3.00 for foreign orders). Any 18 issues are $25.00 postpaid for domestic orders (add $4.00 for foreign orders). Please indicate 2 alternate selections since quantities are limited.

SEPTEMBER 1981
Alco Country update, Steaming to Sacramento, Parade of preserved GG1s, The amazing White Pass

NOVEMBER 1983
NRHS Richmond Convention, Richmond's triple crossing, Portage la Prairie: 1959, Wm. F. Allen and Standard Time

MARCH 1984
Changes on Mt. Washington, GG1 retirement party, The Tuscola & Saginaw Bay

NOVEMBER 1984
Riding the 4449, Slow boat to China Basin, Ivan and the O5s, The men who styled the streamliners

SEPTEMBER 1985
The Pans Switcher, Pennsy pulled a fast one, Friends of a museum in need, Where the SD40-2s don't roam

NOVEMBER 1985
The saga of Santa Fe Skyway, It's the Maryland Midland, The Challenger on Sherman Hill

SEPTEMBER 1986
SteamEXPO and the Grand Parade, Railfanning British Columbia, Fireworks and Rainbow Wars, The Tough Guys Daylight

NOVEMBER 1986
Carolina Mixed, Exploring Fraser Canyon, River boats, Blue Mountain & Reading, Hartford & Slocomb

JANUARY 1986
War Production Board & Diesels, NRHS Banquet Address, The SP Lakeview Branch, The Battle of the Atlantic

MARCH 1986
EMD invades England, The Resurrection of 2102, Vandenberg's Blue Alco, The New Genesee & Wyoming

MAY 1986
Mallets in the woods, I never planned to be a railfan, Four cowls over Tehachapi

MARCH 1987
The Alliance Line, Snowtime Safari, Golden Spike Photo Contest, A gathering of "PVs"

OCTOBER 1987
The colorful Joint Line, "Biloxi Blues," Update on the Apache, Pinsly comes to Florida

NOVEMBER 1987
The NRHS Roanoke Convention, Gasaline Alley, Baldwins on the Trona

JANUARY 1987
The GP30 Story, Quaboag and the Quasar, The Amador Central, Illinois Central on my mind

DECEMBER 1987
BN's Northwest "Funnel," The Mississippian tradition, IRM 1987 Railfan Weekend, The well prepared traveler

JANUARY 1988
Grain gathering in North Western Iowa, Greyhounds of the Overland Trail, A touch of Gray, North Shore Line

FEBRUARY 1988
Copper trains in cactus country, The Legacy of A.E. Brown, Photo train through Arkansas, Freight on the "EI"

MARCH 1988
One day on Cajon, The Atlantic & St. Andrews Bay, The Foster Yeoman "59s"

APRIL 1988
Soo Lines' grain Country, Hey! Buddy, Pinslys' Pioneer Valley, U-Boats, Snowflakes and Popsicles

MAY 1988
Tumbler to Tidewater, Railfanning the BCR Electrics, Red River Valley & Western

JULY 1988
Milepost 465, Amtraks' Keystone service, San Diegan Special, Something old, Something new

AUGUST 1988
The Last F3, The Railroads of Roanng Camp, Cabin Fever, San Bernardino restores a classic

SEPTEMBER 1988
The Paris Local, Hog Train West, BC Royal, Railfanning the Pittsburg & Shawmut

OCTOBER 1988
The Bigbee Line, Utah Ry: The Era of the '45s, Kodaks' new T-Max 3200 Film

NOVEMBER 1988
Garden State in '88, Rocky Clubs 50th, NRHS Night Life, Magma on Monday

DECEMBER 1988
1522 on the road, Streamliners of Dixie, Mountain Pass Marias, 1522: Mountain Railroading

FEBRUARY 1989
The winter show at Cookshire, The New York & Lake Erie, Success in South Dakota, Ridin on the Cotton Belt

MARCH 1989
Alberta Bound, Strangers in La Grange, Collins Curve, Return to White Pass

APRIL 1989
Eastbound, Jim Martins' Campaign Train, Inco Limiteds' Electric Empire, 4449 Adopt-A-Branch Special

MAY 1989
Indy's Nickel Plate Mikado, Canadian Pacifics' Maine Line, Victorvilles' Cement Hauler, Wisc. & Calumet's elegant F7's

JUNE 1989
The Seminole Gulf Railway, CP's Maine Line, Railfanning the Seminole Gulf

JULY 1989
Remembering the Katy, CP's Maine Line, Pt.3, TTX Annual Report, Katy color

AUGUST 1989
L.A. Union Passenger Terminal, Celebrating L.A. in May, Remembering Katy motive power

SEPTEMBER 1989
Brills in the Hills, The Richmond, Fredericksburg & Potomac, Steam returns to Maine

NOVEMBER 1989
NRHS 1989 Asheville Convention, Spencer for History, Electro-Motive's FT celebrates 50 years, Part 2

DECEMBER 1989
The Florida West Coast, Railroad men, The diesel that tamed Hoosac, The return of FT103

FEBRUARY 1990
Steam to the Grand Canyon, Kimberly Filip and the Ski Train, Return of the Wisconsin Central

MARCH 1990
The Aroostock Valley R.R., Montana Rail Link Story, Recreating 1955 with 1744

APRIL 1990
The mystery of Jukes Tree, Montana Rail Link Story, Pt.2, Steam in name only

MAY 1990
The Durango Roundhouse fire, Central Western Railway, Hudson Highlands, The "Star" of the lantern business

JUNE 1990
Chicago & Illinois Midland, The "Canyon", In memory of "BK", New CSX paint scheme

JULY 1990
The Chicago & Illinois Midland, Pt.2, Railfanning the Cumbres & Toltec Scenic

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will be bored. Everything is covered, yet nothing is covered to excess. There is no real "down time" here, no fillers, no lingering sequences milked to extend the program, no interviews and minimal time spent on people or equipment just standing around. Jim's narration is friendly and informative — there when you need it but not overdone. Numerous maps orient you to the scope of these operations.

Camera technique is generally very good, with proper use of zooms and smooth panning. Composition are usually first rate. Marc's skill in the editing suite has made the visual difference between his "main battle camera" Betacam SP and Hi8 footage (ChoochCams and other crews) indiscernible to me. In other words, the quality is uniformly high, and you probably won't be able to tell the difference in the cameras on your home TV set.

It this a long tape? You bet. Could it be shortened here and there? Maybe, yes. Is it a steal? And how! You have here two tapes for the price of one ("Ferry Moves" and "Convention Activities"), so take a couple of sessions to view it if you so choose. I sat through the whole tape non-stop and was spellbound.

If you made the convention and relaxed aboard the trains, this is the ultimate souvenir. If you skipped the convention as did I, by buying this tape you will have missed nothing and probably saved yourself a thousand bucks in tickets and hotels.

Now that's value.

Incidentally, as part of his "Official Videotape" coverage of Convention activities, Marc taped the fascinating panel discussion on Friday with Steve Lee, Doyle McCormack, Mike Mangini, Carl Jensen, Scott Brittin and Mark Cedeck. The 80-minute videotape of **"Steam Locomotive Restoration into the 21st Century"** is available from Mark I for $24.95 plus $4.00 shipping (N.J. res. add 6% tax). It gives an interesting and sometimes humorous look at the steam excursion business as experienced by these steam professionals — TOM KELCEC.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1992 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4 and 4501 is Southern Railway 2-8-2.

October 3-4, 4501 Huntsville, Ala., to Chattanooga round trip each day (NARM); **October 10**, 611 Roanoke to Walton, Va., two round trips (RNRH); **October 11**, 611 Roanoke to Bluefield round trip (RNRH); **October 17**, 611 or 4501 Greenville, S.C., to Atlanta and return (GVN); **October 18**, 4501 Greenville to Columbia, S.C., round trip (GVN); **October 24**, 611 Charlotte

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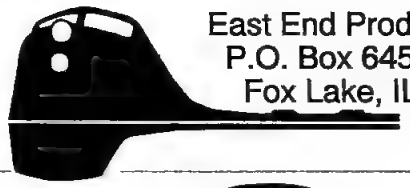

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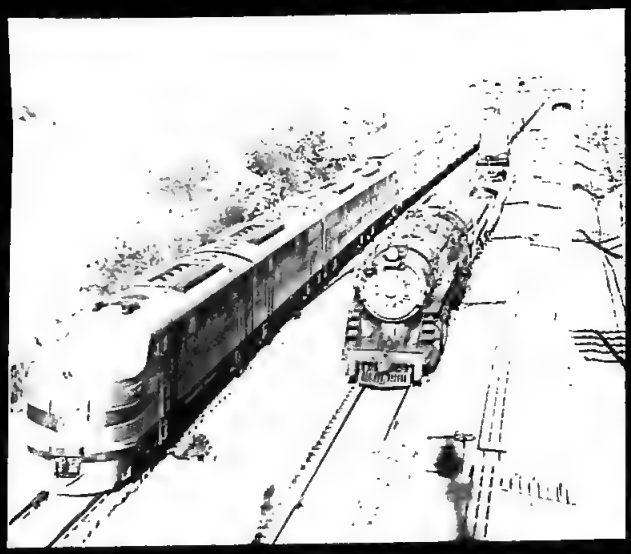
B&O's "Neck of the Bottle"



Harpers Ferry to Cumberland 1842-1992

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to Asheville, N.C., via Salisbury round trip (PCCN), **October 25**, 611 Charlotte to Asheville via Saluda Hill round trip (PCCN); **October 31**, 611 Greensboro, N.C., to Roanoke and return (GNRH); also in **October**, trips will be run out of Chattanooga for (TVRM)

November 1, 611 Greensboro to Asheville, N.C., round trip (GNRH), **November 7**, 611 Atlanta to Toccoa, Ga., round trip (ANRH), **November 8**, 611 Atlanta to destination to be announced (ANRH); **November 14-15**, 611 Birmingham, Ala., to Chattanooga and return each day (HOD)

The sponsoring organizations are (ANRH) Atlanta Chapter NRHS, P.O. Box 333 Tucker, GA 30085, (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606, (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (TVRM) Tennessee Vaalley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421-2119.

SPRINGDALE, ARKANSAS, through Fall 1992. Arkansas & Missouri mixed trains depart at 8am on Wednesdays, Fridays and Saturdays for round trip on the scenic south end to Van Buren and Fort Smith. Ex-CNJ and Erie coaches are hauled on rear of A&M Alco-powered working freight. Wednesday trips $29.50, Friday or Saturday $34.50. Contact: Arkansas & Missouri Railroad, 107 N. Commercial Street, Springdale, AR 72764; 501/751-5763.

HANOVER, PENNSYLVANIA, October 2-31. 6th Annual Railroad Art & Photography Show and Sale at Hanover Area Arts Guild Gallery, 32 Carlisle Street, Friday-Sunday 10am-5pm. Free admission. Those interested in exhibiting their work should phone: John Mowrer, 717/632-0982 9am-2pm.

INDIANA TRANSPORTATION MUSEUM, State Road 19, P.O. Box 83, Noblesville, IN 46060 (317/773-6000) will host the following special operations on dates shown.

Nickel Plate 2-8-2 587: October 3-4.

"Monon" F-Unit Excursions: October 17, to Cincinnati, Ohio.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursions and events:

October 3, Windsor to Toronto, Ontario, on VIA and TTC with tour guide. Adults $105, children $85.

October 9-11, Birmingham, Michigan, to Kitchener, Ontario, for Oktoberfest. $295 per person double occupancy, $335 per person single occupancy.

December 5, Birmingham, Michigan, to Frankenmuth/Crossroads Village Festival of Light on charter

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SODUS, NEW YORK, September 20 and 27 and October 4, 11 and 18 Fall Foliage Express 34-mile round trip excursions to Newark, New York, will depart Ontario Midland's Sodus depot (on Maple Street half mile south of Route 104) at noon, 2 and 4pm. Adults $9, ages 3-15 $6, under 3 free. To obtain tickets send check and SASE to NRHS Rochester, Fall Foliage Tickets-RF, P O. Box 1161 Webster, NY 14580 Be sure to include your name, address and phone number For more information phone: 716/224-0581

BLISSFIELD, MICHIGAN, October 3. Excursion on entire Adrian & Blissfield Rail Road between Adrian and Riga departs Blissfield at 9am, returns 1:30pm. Fare $25, optional box lunch $7 or four-course prime rib or swordfish luncheon in dining car $25. Phone 517/265-3626 or send SASE to: A&BRR, 708 East Michigan Street, Adrian, MI 49221.

LONG ISLAND SUNRISE TRAIL CHAPTER NRHS, on October 3, will operate a diesel-powered excursion utilizing coaches, gondolas and cabooses, to Greenport, New York. Unusual motive power. For information send LSASE to LIST-NRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

BOSTON, MASSACHUSETTS, October 3. Vermont Foliage Special chartered train to Windsor, Vermont, via Conrail and Central Vermont. Depart Boston South Station 8am with additional boarding in central Massachusetts. Adults $55, ages 5-16 $40, children under 5 in lap free. Send SASE to. Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

WASHINGTON, D.C./BALTIMORE, MARYLAND, October 3, *Strasburg Special* round trip excursion to Strasburg, Pennsylvania. Ride special Amtrak train from Washington or Baltimore to Leaman Place, then transfer to special steam-powered Strasburg Railroad train. Adults $85, ages 5-11 $75, first class $179. Send SASE to: Washington DC Chapter NRHS Strasburg Special, P.O. Box 3472, Laurel, MD 20709-3472 or phone 301/495-9668.

BRUNSWICK, MARYLAND, October 3-4. Brunswick Railroad Days excursions to Harpers Ferry and Millville, West Virginia, on MARC coaches. Departs 10am, noon, 2 and 4pm both days. Adults $7, ages 4-12 and 60 and over $4, under 4 free if not occupying seat. Send check or money order with SASE to: Brunswick Railroad Museum, Train Tickets, 40 W. Potomac Street, Brunswick, MD 21716. Indicate desired date and time of departure. For more information phone: 301/834-7100.

AAPRCO CONVENTION SPECIAL October 5-12. Travel on private cars *Caritas, Cimarron River* and *Silver Palace* from Chicago to Hoboken, New Jersey. Meals en route. $995 round

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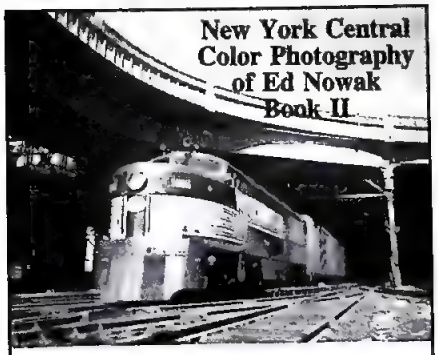

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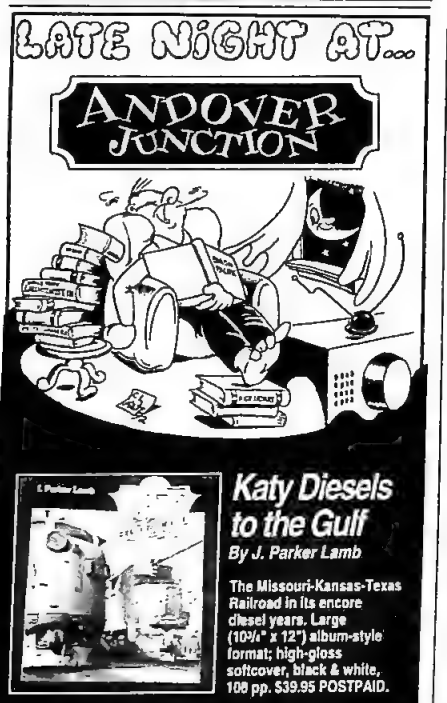

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trip plus convention registration fee. Sleeping car occupancy at Hoboken at additional cost. Contact: High Iron Travel, Box 50116, Minneapolis, MN 55405; 603/382-4515.

October 5: Depart Chicago 8pm on Conrail. **October 6**: Arrive Buffalo 8am, depart 8:30am on CR via Hornell-Binghamton-Port Jervis-Warwick, NYS&W Warwick-Sparta Jct.-Passaic Jct. and NJT to Hoboken, arrive 10pm.

October 11: Depart Hoboken 11am on CR via Allentown-Harrisburg-Altoona. **October 12**: Arrive Chicago 11am via route of Amtrak 41.

DU BOIS, PENNSYLVANIA, October 8-11. B&O Railroad Historical Society Annual Convention. Ride the Knox, Kane & Kinzua and tour ex-B&O facilities. Slide shows, banquet, model and photo contests and railroadiana sales. Contact: B&OHS, P.O. Box 13578, Baltimore, MD 21203-3578; 410/592-7034.

DENISON, TEXAS, October 9-11. Katy Railroad Historical Society Fall 1992 Meeting at Holiday Inn. Photo displays, models, prototype tours and Saturday evening banquet. Contact: John or Mary Moody, 1020 W. Morton, Denison, TX 75020, 903/465-8998.

ESSEX, MONTANA, October 9-11. 12th Annual Alta-Mont Railfan Weekend at Izaak Walton Inn. Photograph BN and Amtrak on spectacular Manas Pass during the day and show or swap your slides with fellow railfans in the evening (bring up to 25 of your best slides to show). First slide show begins Friday at 9:45pm. Lodging available at Izaak Walton Inn if you reserve early by phoning 406/888-5700. Lodging also available at East Glacier Park, Browning and other points along U.S. Highway 2. Delta Airlines offers discount for those flying to Kallspell; mention File K33111 when making reservations. Amtrak's *Empire Builder* provides daily service to Essex, and a variety of rental vehicles are available there. Railfan Weekend Registration $7. For details send SASE to: Richard Yaremko, 116 Deercross Road SE, Calgary, ALTA T2J 6G7 or Larry Zeutschel, Box 206, East Helena, MT 59635.

SCOTTSDALE, ARIZONA, October 10-11. Railfair '92 at McCormick Railroad Park, Indian Bend and Scottsdale roads, 10am-5pm, celebrating the 20th anniversary of Maricopa Live Steamers. Ride and watch two giant scale railroads with live steam and diesel power. Plus full-scale equipment, model clinics and demonstrations, Arizona railroad information and more. Send SASE to: Bob or Rose, McCormick Railroad Park, 7301 E Indian Bend Road, Scottsdale, AZ 85250.

GREENBANK, DELAWARE, October 10, 17 and 24. Autumn Leaf Specials to Hockessin on Wilmington & Western. Two 20-mile round trips per day behind 1909 Alco 4-4-0 No.98. Only public trips up the 1.5% Hockessin Hill this fall. Charter service available with PRR Doodlebug 4662 year around. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

BLUE MOUNTAIN & READING Iron Horse Rambles will see GM&N 4-6-2 425 powering excursions out of West Leesport, Pennsylvania, on the following dates. For reservations and information contact: Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-2102 or 215/562-4083 (ticket orders only may call 800/345-7215). Fares shown are for adults/children/dome. Child fares (12 and under) good for one child per adult in coach only; additional children at adult fares. Dome fares accepted by phone on first-come basis only.

October 11 9am to Tamaqua. $27/$5/$47. **October 17** 8am to Jim Thorpe. $35/$5/$55; **October 25** 9am to Tremont/Donaldson. $29/$5/$49

DAYTON, OHIO, October 11. Trolleybus trip sponsored by Ohio Museum of Transportation. Seating limited to 45. $20. Contact: Norm Znidarsic, 12061 Bradford Drive, Chardon, OH 44024; 216/286-9649 weekdays after 7pm

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CHAMA, NEW MEXICO, October 12-13, and 17-18 (First weekend is sold out; second weekend is tentatively scheduled pending adequate ticket response.) "The Ultimate" narrow gauge freight charter trip with K37 and K36 locomotives authentically lettered D&RGW on 25-car freight from Chama to Antonito and return with helpers. Over 30 photo runbys are planned, plus night session in Chama. $475 Contact: C&TS Freight, P.O. Box 43054, Birmingham, AL 35243.

PINE BLUFF, ARKANSAS, October 16-18. Cotton Belt 4-8-4 819 excursion to Tyler, Texas (layover at Tyler October 17). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613, 501/541-1819.

BOSTON, MASSACHUSETTS, October 17. Berkshire Foliage Special chartered train to Albany, New York, via Washington Hill and State Line Tunnel on Conrail's ex-B&A route. Depart South Station 8am with additional boarding in central Massachusetts. Adults $60, ages 5-16 $45, under 5 in lap free (fare includes lunch and activity). Send SASE to Mystic Valley Railway Society, P.O. Box 486 Hyde Park, MA 02136-0486 or phone: 617/361-4445.

INDIANAPOLIS, INDIANA, October 17-18. Monon Railroad Historical-Technical Society Annual Meeting at Omni Indianapolis North Hotel, 8181 Shadeland Avenue. Activities include a Saturday train trip with open air coaches and historic Monon diesel locomotive and caboose, plus field trips, banquet, photo and model contests, slide show, railroadiana sale and more. Contact: E.J. Lewnard, 410 S. Emerson Street, Mt. Prospect, IL 60056; 708/255-9264.

NEW RIVER TRAIN October 17-18, 24-25. Scheduled steam power is NKP 2-8-4 765. One photo runby on each trip, weather permitting. Depart Huntington, West Virginia, 8am; arrive Hinton 2:30pm; depart Hinton 5:00pm, arrive Huntington 10pm; additional stops both directions at St. Albans and Montgomery. Adult $75, child $55. Tickets sold at: Bank of Huntington, 4th Avenue & 10th Street; Fountain Hobby Center, 200 West Washington, Charleston, West Virginia; Chapter Office, 1429 Chestnut Street, 2nd Floor, Kenova, West Virginia; and AAA Offices in Ohio at, 624 S. Fourth, Ironton; 710 Waller Street, Portsmouth; and 141 W. Main, Chillicothe. For details phone: 800/225-5982 or 304/768-4323 or write: C.P. Huntington Railroad Historical Society, P.O. Box 1252, Ashland, KY 41105-1252.

MIDDLETOWN & HUMMELSTOWN EXCURSIONS will depart from Race Street Station in Middletown, Pennsylvania, on the following dates. For more information contact: Middletown & Hummelstown Railroad, 136 Brown Street, Middletown, PA 17057; 717/944-4435.

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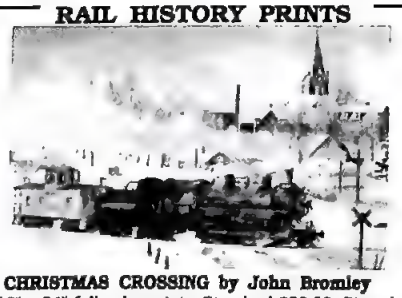

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TENNESSEE VALLEY RAILROAD Autumn Trains with Southern 2-8-2 4501 and NS diesel will operate on NS trackage on the following dates. For tickets or information send SASE to TNVR, 4119 Cromwell Road, Chattanooga, TN 37421-2119 or phone 615/894-8028. If ordering tickets, be sure to include payment, preferred date and choice of air-conditioned or adjustable window seating.

Chattanooga-Oneida October 23-25, 258-mile round trips each day on the Rat Hole, depart 8am, return 8:25pm, $69.

Chattanooga-Huntsville October 31, via Lookout Mountain Tunnel, depart 8am, return 7pm, $67.

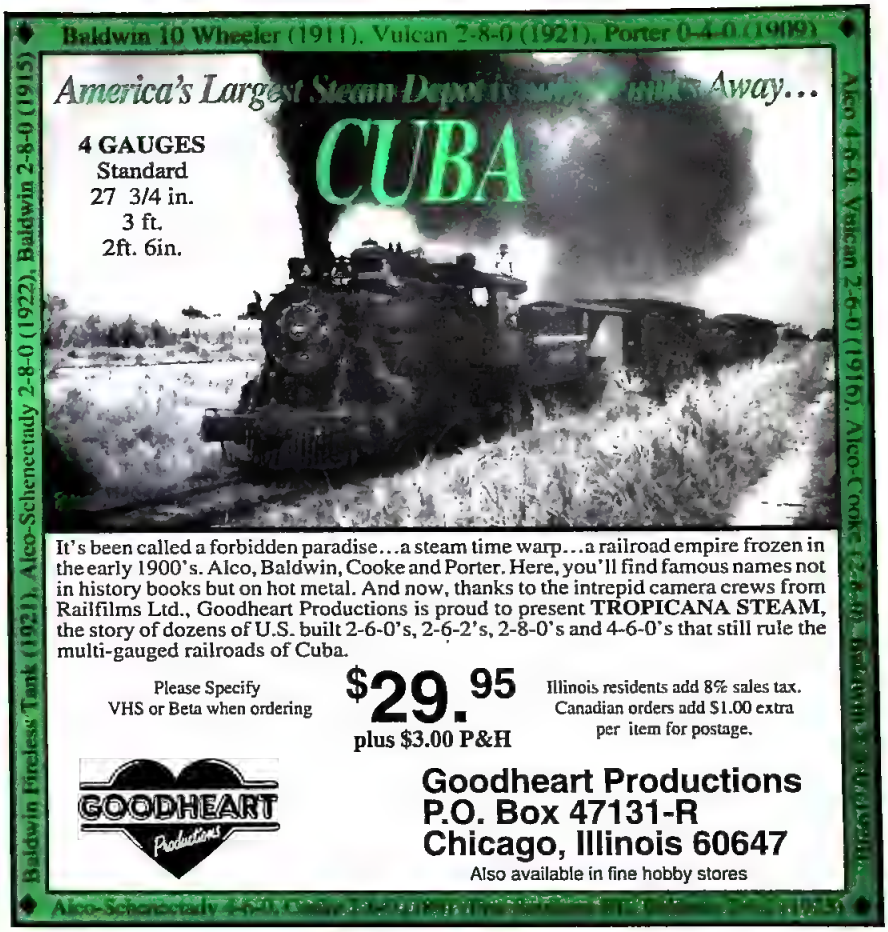
ATMORE (WILLIAMS STATION), ALABAMA, October 24. Williams Station Day at Atmore Lions Community Center on Pensacola Avenue, 9am-5pm. BN, CSX and Amtrak equipment on display, arts and crafts show, Southern Association of Model Train Collectors mini meet, food and entertainment. Contact: Chamber of Commerce, 501 Pensacola Avenue, Atmore, AL 36502; 205/368-3305.

CEDARBURG, WISCONSIN, October 24, 25, 31 and November 1. "Kettle Moraine Limited" will operate over Wisconsin Central's ex-Milwaukee Road line to Hilbert and return, 126 miles. Coach $53, first class $89. Contact: GLC Rail Charters, P.O. Box 2554, Kingsford, MI 49802-2554.

PERRIS, CALIFORNIA, October 24-25. Fall Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ride a variety of restored trolleys and steam-powered trains, including a 1918 Pacific Electric Red Car and a 1901 Irish double-deck trolley. Plus antique auto display, live entertainment and refreshments. Admission and one-day unlimited ride pass $8 for adults, $6 for ages 6-11 and free for ages under 6. Located along Santa Fe's picturesque San Jacinto branch and equally close to main line action at Cajon Pass and Beaumont Hill. For information phone OERM at 714/657-2605.

ROCKVILLE, MARYLAND, October 29-November 2. "Capital Transit '92," Association of Railway Museums' 32nd Annual Convention at Holiday Inn Crowne Plaza, close to Twinbrook Station on the Metro Red Line. Thursday evening film program, Friday evening tour of Metro subway and Amtrak facilities, Sunday silent movie and pipe organ concert. Plus seminars, swap tables and optional guided tours of Washington, D.C., area. For information contact: National Capital Trolley Museum, P.O. Box 4007, Silver Spring, MD 20914-0007; 800/466-6352 or 301/384-6352.

ELY, NEVADA, October 31-November 1. Nevada Northern Spectacular. **Saturday:** Morning run on Mill Branch "Hiline" to McGill Smelter with 1910 Baldwin 4-6-0 No.40 and heavyweight passenger cars. Same train will make afternoon run up Robinson Canyon and through Tunnel 1 to Keystone. Second run Ely-Keystone will be made with wooden freight cars. Possible doubleheader with Alco 2-8-0 No.93. Lunch, banquet, night photo session and lodging included. **Sunday:** Morning and mid-day mixed trains to McGill with No.40 and then Alco RS3 diesel. Early afternoon run to Keystone with No.40 and RS3 together. Lunch included. $395. Contact: Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.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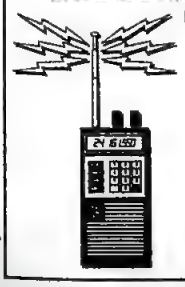

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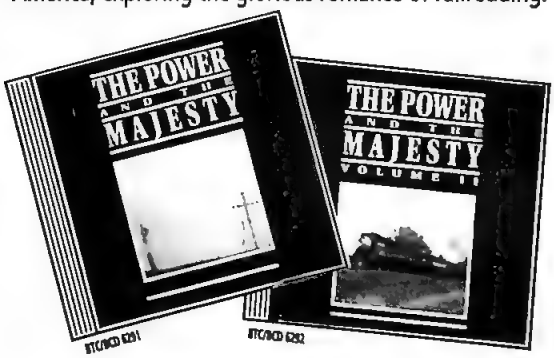

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PARKERSBURG, WEST VIRGINIA, October 31-November 1. Excursions on CSX to Clarksburg (Saturday) and Ravenswood and St. Marys (Sunday). For details phone: 800/553-6108 or write: C.P. Huntington Railroad Historical Society, P.O. Box 1252, Ashland, KY 41105-1252.

October 31 Depart Parkersburg 8am, Clarksburg 2-3:30pm, return Parkersburg 9:30pm. Adult $60, ages 3-12 $40, deluxe $95, premium $125.

November 1 Depart Parkersburg 8am, arrive Ravenswood 10am, return Parkersburg noon; depart Parkersburg 1:30pm, arrive St. Marys 3:30pm, return Parkersburg 5:30pm. Either trip, adult $20, ages 3-12 $10, first class $35.

CUMBERLAND, MARYLAND, November 1-8. Maryland Railfest 1992 at Western Maryland Station celebrating 150 years since first B&O train arrived. Excursions to Connellsville, Pennsylvania, via Sand Patch Grade and to Grafton, W.Va., via the more than 2% grades of B&O's West End. Equipment displays, facilities tours, live entertainment and more. For information phone: 800/TRAIN-50.

UP 4-6-6-4 3985 will power excursions Kansas City-St. Louis on November 7 and St. Louis-Poplar Bluff on November 8 with intermediate stops both days. Trips are one-way with bus or Amtrak return. For details send SASE to: UP Steam Trip, St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, St. Louis, MO 63131.

THE CLINCHFIELD CHALLENGER (UP 4-6-6-4 3985 reletered for Clinchfield) will power specials on CSX (ex-C&O and ex-Clinchfield trackage) on the following dates. *No public excursions will be offered.*

November 20 Deadhead/VIP one-way trip Kingsport, Tennessee, to Shelby, Kentucky.

November 21 CSX Santa Claus Special one-way trip Shelby-Kingsport.

November 22 VIP round trip Kingsport, Tennessee, to St. Paul, Virginia.

WHIPPANY, NEW JERSEY, November 29 and December 6, 12-13 and 19-20. Santa Claus Specials powered by Morristown & Erie Alco diesels at the Whippany Railway Museum, 1 Railroad Plaza, Route 10 at 1, 2, 3 and 4pm. Adults $5, under 12 $2.50, babes in arms free. Ten-mile, 45-minute ride. Send check or money order with SASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. Indicate preferred date and time for excursion as well as alternate date and time. For information phone: 201/887-8177.

BOSTON, MASSACHUSETTS, December 12. "34th Street Express" chartered Amtrak shopper's special to New York City departing 7am, returning by 11pm. Adult $60, ages 5-16 $50, under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone. 617/361-4445

NEW YEAR'S IN ARIZONA December 31-January 3. Los Angeles-to-Flagstaff on Amtrak's *Southwest Chief*, charter bus Flagstaff-to-Clarkdale for ride on Arizona Central Railroad, overnight in Flagstaff, ride Grand Canyon Railway north and return by charter bus, Flagstaff-to-Los Angeles on *Southwest Chief*. From $311. Contact: Pacific Railroad Society c/o B.L. Sibert, 777-70 E. Valley Boulevard, Alhambra, CA 91801; 818/570-8651.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory,*** published by *Locomotive & Railway Preservation,* P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

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TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Ukraine & Czechoslavakia, December 5-15, 10 classes of steam.

Pakistan, December 18-January 1, broad and meter gauge.

China, December 23-January 3, steam in the snow.

Philippines, January 30-February 13, steam in paradise.

Zimbabwe, February 20-March 6, Garratts and wild game.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following tours:

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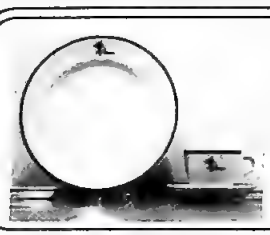

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RAILROADIANA MEETS

HANOVER, PENNSYLVANIA, October 2-31. Hanover Area Art Guild Annual Railroad Art and Photography Show & Sale 10am-5pm Fridays, Saturdays and Sundays. Railroadiana displays. Free admission. Contact: Railroad Show c/o 32 Carlisle Street, Hanover, PA 17331; 717/632-0982.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission $5, under 12 free with adult. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Alexandria, Virginia, October 3-4. Mt. Vernon High School, Sunday hours 1pm-5pm.

Edison, New Jersey, October 31-November 1. Raritan Center Expo Hall.

Cherry Hill, New Jersey, November 14-15. Garden State Park.

Monroeville, Pennsylvania, November 21-22. Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 28-29. Shriner's Auditorium.

Philadelphia, Pennsylvania, December 12-13. Philadelphia Civic Center.

PERRIS, CALIFORNIA, October 3. Fall Railroadiana Swap Meet at Orange Empire Railway Museum, 2201 South A Street, 9am-2pm. Photos, lanterns, tableware, signs, timetables and antiques. Trolleys and trains will operate 11am-5pm. Admission to swap meet and all-day ride pass $5 for adults, $3 ages 6-11, under 6 free. Non-commercial exhibitor spaces $5 (includes ride pass). Contact: OERM, 2201 South A Street, Perris, CA 92370; 714/943-3020.

FAYETTEVILLE, NORTH CAROLINA, October 3. 3rd Sandhills Toy & Train Show at Charlie Rose Expo Center, 121 E. Mountain Road, 9am-5pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

October 3-4, Des Moines, Iowa. Veterans Memorial Auditorium, 833 Fifth Avenue.

October 10-11, Houston, Texas. Sam Houston Coliseum, 810 Bagby.

October 17-18, Raleigh, North Carolina. Raleigh Civic Center, 500 Fayetteville Street Mall.

October 24-25, Fort Wayne, Indiana. Allen County War Memorial, 4000 Parnell Avenue.

October 31-November 1, Kansas City, Missouri. Kansas City Municipal Auditorium, 14th & Central.

November 7-8, Detroit, Michigan. Michigan Expo & Fairgrounds, 1120 West State Fair.

November 14-15, Dallas, Texas. Dallas Convention Center, 650 South Griffin.

November 21-22, Denver, Colorado. National Western Stock Show, 4655 Humboldt Street.

November 28-29, Pomona, California. Los Angeles County Fair & Expo Complex, White & McKinley avenues.

November 28-29, Collinsville, Illinois. Gateway Center, One Gateway Drive.

December 5-6, Phoenix, Arizona. Phoenix Civic Plaza, 225 East Adams Street.

December 5-6, Orlando, Florida. Central Florida Fair, 4603 West Colonial Drive.

December 12-13, Indianapolis, Indiana. Indiana Convention Center, 100 South Capitol Avenue.

December 12-13, Daly City, California. Cow Palace, Geneva & Santos.

December 19-20, Syracuse, New York. New York State Fairgrounds, State Fair Boulevard.

December 19-20, Puyallup, Washington. Western Washington Fair, 9th & Meridian.

CLASSIC TRAINS AND EXHIBITIONS will host its train show 10am-4pm at the following locations on dates shown. Admission $2, under 13 free, tables $15-20. For more information, contact Jon Emil Ulbright and Glenn Groff, 3385, Brigadoon Circle SW, Dalton, OH 44618.

Parkersburg, West Virginia, October 4, Holiday Inn, U.S. Route 50.

Wooster, Ohio, October 11, Ohio Agricultural Research and Development Center, Fisher Auditorium, State Route 302.

Cuyahoga Falls/Akron, Ohio, October 18, Sheraton Suites Cuyahoga Falls, 1989 Front Street.

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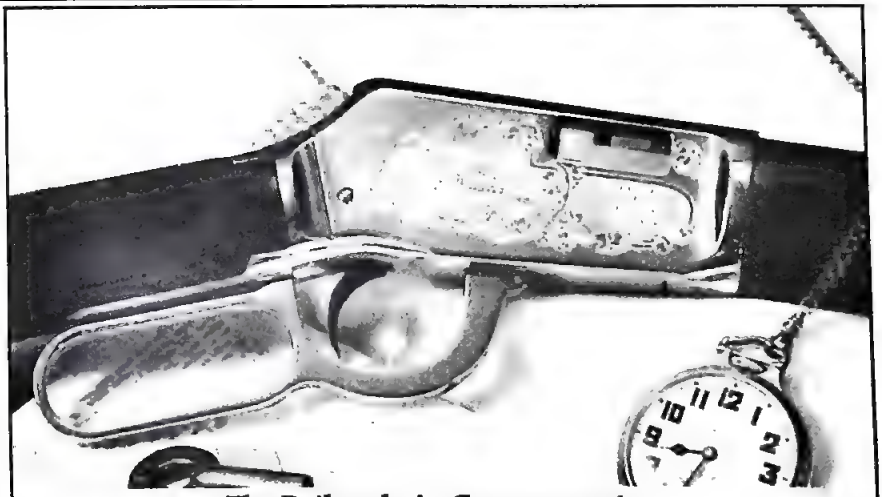

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Sandusky, Ohio, October 25, Radisson Harbour Inn, 2001 Cleveland Road

Canton, Ohio, November 1, Canton Hilton, 320 Market Avenue South

Newark, Ohio, November 22, OSU/Central Ohio Technical College.

Pittsburgh, Pennsylvania, November 29, Sheraton Inn Pittsburgh North, 910 Sheraton Drive North.

Massillon, Ohio, December 6, Massillon Knights of Columbus Hall, Cherry Road NW

Youngstown, Ohio, December 13, Holiday Inn Metro Plex Centre, I-80 & Belmont Avenue.

Akron, Ohio, December 20, Tadmor Temple, 3000 Krebs Drive.

Marietta, Ohio, December 27, LaFayette Hotel, I-77 & Route 7.

WALLINGFORD, CONNECTICUT, October 4, November 29 and December 20. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

ST. LOUIS, MISSOURI, October 9-11. Missouri Pacific Historical Society Convention & Swap Meet at Hampton Inn, St. Louis Union Station, 2211 Market Street. Contact: Bill Herbert, MPHS, P.O. Box 187, Addis, LA 70710.

IDAHO FALLS, IDAHO, October 9-10. Eagle Rock Model Railroad Fall Swap Meet, 1820 S. Yellowstone. Admission $5, family $10. Contact: Tom Griggs, 495 Holbrook Drive, Idaho Falls, ID 83401; 208/525-8777.

ROANOKE, VIRGINIA, October 10-11. Western Virginia Railfair at Roanoke Civic Center Coliseum 10am-4pm both days. Adults $4, ages 3-12 $1, under 3 free. Over 200 tables of railroadiana and models. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

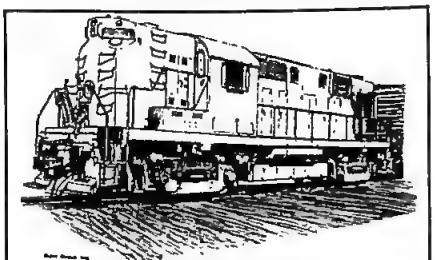
AVIS, PENNSYLVANIA, October 11. Annual Fall Clinton Central Model Railroad Club All-Scales Train Meet at Avis Firehall on Central Avenue, 9am-2pm. Admission $3, family $4. Contact: John Gromley, 15 Logan Avenue, Castanea, PA 17726; 717/398-0698.

INDIANAPOLIS, INDIANA, October 17. 12th Annual Crossroads of America Railroadiana Show at Indiana National Guard Armory, 1500 So. Holt Road, Exit 77 off I-70 West, 9am-3pm. Admission $3, children free. Over 200 tables. Send LSASE to: Larry Woodard, 5447 University Avenue, Indianapolis, IN 46219; 317/353-8545.

BLAINE, MINNESOTA, October 17. Greater East Area Model Railroad Flea Market at Blaine Soccer Complex, 1984 105 Avenue NE, 10am-3pm. Admission $4. Contact: Ed Petry, P.O. Box 9893, North St. Paul, MN 55109.

LUBBOCK, TEXAS, October 17-18. Plains Rail Expo at Texas Tech University Center, 9am-6pm Saturday, 11am-5pm Sunday. Adults $3, students $1. Contact: Kelly Howard, P.O. Box 53674, Lubbock, TX 79453.

OTTAWA, ONTARIO, October 17-18. Railfair '92 at Algonquin College Woodroffe Campus, 11:30am-5:30pm Saturday, 10am-5pm Sunday, sponsored by Ottawa Valley Associated Railroaders and British Railway Modellers of North America. Operating layouts, displays, artifacts and dealers. Adults $5,



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PHOENIX, ARIZONA, October 18. Sahuaro Central "Everything Railroad" Swap Meet at BCI Bingo Hall, 1210 East Indian School Road, 9am-1pm. Admission $2.50, children free with adult, tables $12 in advance, $15 at door. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

PEPPERELL, MASSACHUSETTS, October 18 Train & Craft Exhibit at Varnum Brook Middle School, Route 111, 10am-4pm. Adults $2.50, ages 6-12 and seniors $1, family maximum $5. Contact: Bob Buchanan, P.O. Box 548, Wilton, NH 03086; 603/654-5585 or David Gale, P.O. Box 1397, Pepperell, MA 01463; 508/433-2539.

DEARBORN/DETROIT, MICHIGAN, October 25. Redford Model Railroad Club Trainorama '92 at Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Admission $3, under 12 free with adult. Contact: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

ELMONT, NEW YORK, October 25. St. Vincent DePaul's Parish Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 De Paul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

FREDERICK, MARYLAND, October 25 and December 13. Frederick Train & Toy Show at Independent Fire Co., Baughmans Lane, 10am-3pm. Admission $3, children free. Contact: Rich DeLong, 301/848-5458.

MOUNT CLEMENS, MICHIGAN, November 1. Gratiot Valley Railroad Club Fall Swap & Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.25, 12 and under free. Contact: Greg Rich, P.O. Box 214, Mount Clemens, MI 48043.

STRASBURG, PENNSYLVANIA, November 1. 1st Annual Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Route 896, 9am-2pm. Admission $3, under 12 free with adult. Only 2 miles from Strasburg Rail Road and Pennsylvania Railroad Museum. For table information send LSASE to: Art Jankowski, 113 Bentley Lane, Lancaster, PA 17603; 717/872-6534.

FRANKLIN SQUARE, NEW YORK, November 1. R.R. Lines Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

GAITHERSBURG, MARYLAND, November 1. 15th Annual Gaithersburg Railroad and Transportation Artifacts Show & Sale at Montgomery County Fairgrounds, 10am-5pm. Over 500 tables. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914.

MISSISSAUGA, ONTARIO, November 6-8. The Hobby Show at International Centre, 6900 Airport Road, Adults $7, ages 6-12 and seniors $4.50, under 6 free. "North America's largest hobby show" with 210,000 square feet of exhibition space. Contact: Ted Curl, The Hobby Show, 600 Euclid Street, Whitby, Ontario L1N 5C2; 416/428-6466.

BLOOMINGTON, ILLINOIS, November 7-8. Central Illinois Great Train Show at College Hills Mall, College Avenue &

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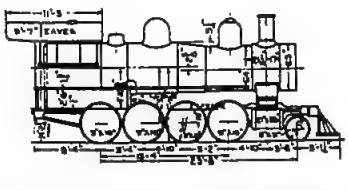

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Veterans Parkway, 10am-9pm Saturday, noon-5pm Sunday. Free admission, tables $8 per day. Contact: Mike Helphinstine, CIRC, P.O. Box 4441, Bloomington, IL 61702-4441; 309/452-3663.

KANEOHE, HAWAII, November 7-8. Oahu Model Railroad Society Show & Auction at Kalaheo High School Library, 10am-3pm. Railroad items for sale, plus models operating and on display. Clinics and repairs offered. Admission $2, ages 6-17 $1, 5 and under free.

BATAVIA, NEW YORK, November 8. Genesee Society of Model Engineers Flea Market & Show at Batavia Sheraton Inn on Park Road, 9:30am-3pm. Admission $3, under 18 $1. Close to Conrail's busy ex-NYC main, and minutes away from joint CR/D&H operations (with pushers) on the ex-Erie main through nearby Attica. Contact: Max R. Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

RAPID CITY, SOUTH DAKOTA, November 14-15. Black Hills Railway Society Railroad Show & Swap Meet at Rushmore Plaza Civic Center, 9am-5pm Saturday, 10am-4pm Sunday. Antiques, historical displays, operating layouts, dealers and more. Admission $1, under 12 free. Contact: Dick Mead 605/343-7264, Dean Taylor 605/393-0251 or Rick Mills 605/255-4412.

MILAN, OHIO, November 15. Norwalk & Western Railroad Train Show & Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Road, 10am-4pm. Admission $2, tables $10 in advance, $12 after November 1. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857; 419/668-6225.

GREENWICH, CONNECTICUT, November 15. Fall Train Meet at Greenwich Civic Center, 10am-3pm. Admission $3. Contact: Bob Wilson, TWMRC, P.O. Box 358C, Rye, NY 10580; 914/937-7565.

DEDHAM, MASSACHUSETTS, November 15. Rail-A-Rama at Dedham Holiday Inn, Routes 1, 128 and 1-A, 10am-4pm. Adults $2, ages 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-1749) will host hobby shows at the following locations on dates shown, 10am-4pm. Adults $2.50, students and seniors $2, family $5.

Euclid, Ohio, November 15. Euclid High, 651 East 222nd Street.

Eastlake, Ohio, November 29. 34041 Stevens Boulevard.

TANNERSVILLE, PENNSYLVANIA, November 21. Fall Pocono Train Show at Camelback Ski Resort. Exit 45 off I-80, 9am-3pm. Adults $3, under 12 free, family maximum $5. Contact: Pocono Mountains Chapter NRHS, R.D. 1, Box 41B, Effort, PA 18330; 717/629-4231.

ATLANTA, GEORGIA, November 21. Atlanta Train, Toy and Railroadiana Show & Sale at Marriott Hotel Northwest, I-75 & Windy Hill Road, 10am-4pm. Adults $3, ages 6-12 $1, family $6. Contact: Atlanta Model Train Shows, P.O. Box 360033, Decatur, GA 30036; 404/987-2773.

RALEIGH, NORTH CAROLINA, November 21-22. Neuse River Valley Model Railroad Club 8th Annual Trains and Railroadiana Show & Sale at North Carolina State Fairgrounds Holshouser Building, 9am-5pm. Admission $2, under 16 free with adult. Contact: George W. Lasley, P.O. Box 52017, Raleigh, NC 27612; 919/834-5531.

BUFFALO, NEW YORK, November 21-22. Western New York Railway Historical Society Buffalo Train, Doll & Toy Show at Buffalo Convention Center, Franklin & Genessee streets, 10am-5pm. Adults $3, children $2. Contact: WNYRHS, P.O. Box 502, Tonawanda, NY 14151; 716/693-8512.

PEORIA, ILLINOIS, November 22. Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Bob Lehman, 21 W. Rutledge, Bartonville, IL 61607; 309/697-3012.

POTTSTOWN, PENNSYLVANIA, November 22. Norco Train Meet at Norco Fire Co., Routes 100 & 724, 9am-2pm. Admission $2, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

PARSIPPANY, NEW JERSEY, November 22. Holiday Sell & Swap '92 at Parsippany PAL Building, 22 Baldwin Road, 9am-3pm. Photos, lanterns, timetables, books, china, models and more. Adults $4, children and seniors $3, family maximum $6. Send LSASE to: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217.

CHESHIRE, CONNECTICUT, November 22. Biannual Train Show at Cheshire High School on Route 10, 10am-4pm. Adults $3, under 12 free. Contact: Joe Natale, 21 Diamond Avenue, Plainville, CT 06062; 203/747-5861 evenings, 203/272-5361 days.

GALAX, VIRGINIA, November 28. 2nd Ever Train Fair at Fairview Ruritan, State Highway 821 off U.S. 89, 10am-3pm. Admission $2, family $3. Swap meet, operating displays and layout depicting N&W's former North Carolina Branch. Contact: Stu Shenk, Route 8, Box 201, Galax, VA 24333; 703/236-3876.

CLEMMONS, NORTH CAROLINA, November 28. Toy & Train Show at Holiday Inn, Exit 184 off I-40, 9am-4pm. Admission $3,

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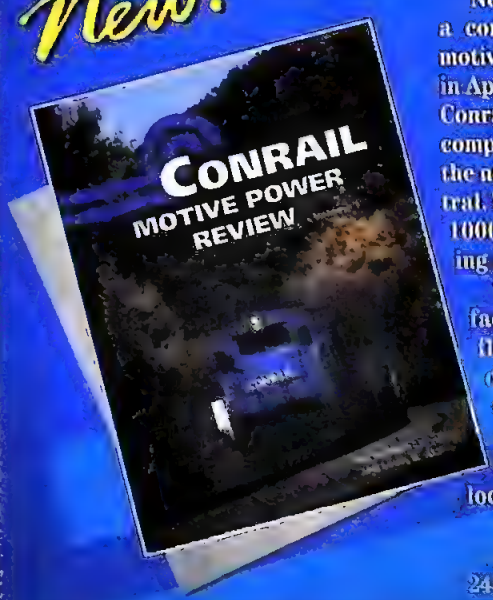

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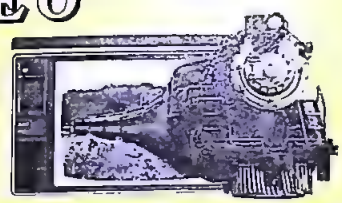

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"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride. Color, Sound, One Hour 33.45

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"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations. Color, Sound, One Hour 33.45

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"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour.33.45

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"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line. Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour...33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

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2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
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"Classic Railroad Archives Volume III" Three vintage railroad movies.
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FORT MYERS, FLORIDA, November 28-29. Scale Rails of Southwest Florida 14th Annual Train Show & Flea Market at Araba Temple, 2010 Hanson Street, 10am-5pm Saturday, 10am-3pm Sunday. Adults $3, teens $2, kids 50c. Contact: Tom Smith, 4610 Mackinaw Avenue, N. Fort Myers, FL 33903.

OKLAHOMA CITY, OKLAHOMA, December 5-6. Annual OKC Train Show at Oklahoma State Fairgrounds Transportation Building, 9am-5pm Saturday, 11am-5pm Sunday. Admission $3. Dealer and swap space available. Contact: Ed Birch, Jr., 1313 W. Britton Road, Oklahoma City, OK 73114.

ELMONT, NEW YORK, December 6. St. Vincent DePaul Parish Train Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Admission $5, under 12 free with adult. Contact: Frank Deorio, 1500 DePaul Street, Elmont, NY 11003; 516/352-2127.

WILLIAMSPORT, PENNSYLVANIA, December 6. Whistle Stop Train Meet at Raytowne Mall on Cemetary Street, 9am-3pm. Adults $2, under 12 free, family $3. Contact: Jim Stabley, 721 W. 3rd Street, Williamsport, PA 17701; 717/326-4280.

FRANKLIN SQUARE, NEW YORK, December 27. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin, NY 11010; 516/775-4801.

We'd like you to meet...

Elrond Lawrence

The author of this issue's feature about L.A.'s Metrolink and also the Arizona & California feature in the October '92 issue shouldn't be a stranger to most readers, as he has been long associated with rail-oriented publications — quite an accomplishment for someone his age. He tells his own story pretty well:

"I was born in Berkeley, California, in 1966 — hence my unique name (which, by the way, has nothing to do with L. Ron Hubbard!) — and grew up in Fontana, Calif., the city of Kaiser Steel's former steel mill. Like many railfans, my earliest experiences with trains came during my early years on the family trips with mom and dad (who was a major Santa Fe fan) to places like Barstow, in the Mojave desert, I still have memories of those

trips in the form of dad's old snapshots, many of which show me clutching my stuffed rabbit Harry in front of blue-and-yellow F45s, U36Cs and Alco 'Alligators' at the Barstow shops.

"I developed a serious interest in railroading during my early teens and had my first photo published at age 15 in *Pacific News* magazine. During that time, I also developed a love for journalism as well as writing and photography in general. In 1989 I graduated from California State University, San Bernardino, with a BA in Communications and almost immediately went to work for publisher Interurban Press in Glendale editing books such as Chard Walker's *Cajon — A Pictorial Album* and *Rails West 89*, and writing/photography for the revamped *Pacific RailNews*. Today I work for the HMO Kaiser Permanante serving as Assistant Public Affairs Director at KP's medical center in Riverside, California.

"My work has appeared in most of the major rail magazines, in several books and on a variety of other items. After starting out with an old Minolta SRT101 (a gift from my grandfather), I now shoot with two Nikons: an FE2 and an N6006, which together bring me the best of the manual and autofocus worlds. My mainstays for film include Kodachrome 64, Fuji's Velvia and both TMAX 100 and 400 for black and white images.

"I currently live in San Bernardino with

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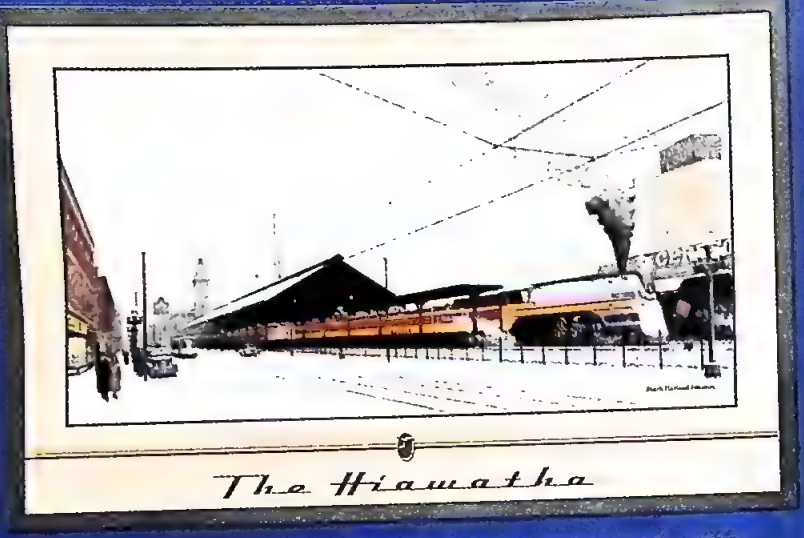

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VIDEO

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my wife Laura and [illegible] cats Ruby a. Chessie. In addition to railfanning I enjo[illegible] movies, baseball and traveling, and I am a major Star Trek fan (both generations). In recent years I've also become a fan of old Route 66 and enjoy traveling the old road with Laura to photograph both the highway and the paralleling Santa Fe main line, which usually leads to staying at classic motels and visiting quirky tourist traps, like the Jack Rabbit Trading Post in Joseph City, Arizona (where the 'portrait' for this column was taken). It seems that, in a way, I've come full circle from those early Barstow trips, but the rabbits have certainly gotten bigger!"

John H. Roy, Jr

The author of the Providence & Worcester feature in this issue lives quite close his subject railroad in Groton, Connecticut. Presently 27 years old, he has lived in Connecticut all of his life. He graduated from the University of Connecticut in August 1988 with a Bachelor of Science in Electrical Engineering. Since November of that year he has been employed by General Dynamics' Electrical Boat Division, the world's largest manufacturer of Nuclear Submarines.

His work at Electric Boat has offered John many opportunities to travel for the company. During his trips he can usually take extra days or a weekend to "railfan" locations in Southern California, including Cajon Pass and Tehachapi Loop. He also travels to Pensacola, Florida, and Washington, D.C.

John is an active member of two trolley museums in Connecticut: the Connecticut Trolley Museum in East Windsor and the Shoreline Trolley Museum in East Haven. On weekends he can usually be found at one of the museums either running the trolleys or educating the general public about the traction era. Both museums operate three miles of track. He also enjoys model railroading. In fact, the spare bedroom is the current home of his N-scale empire. Specifically, he

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by CURT KATZ

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HOUSE DERAILS HOUSING PLAN
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models New Haven's Groton-to-Worcester line circa 1968. This is, of course, one of the lines that is today operated by the P&W.

John has been married four years to his wife Chulaluk, who he met on a blind date. They are expecting their first child in January 1993.

John E. Shaw, Jr.

The author of this issue's feature on the Oregon Eastern also tells his own story:

"Born in 1928 in Geneva, Illinois, my earliest memories of railroading are of the old Aurora, Elgin & Fox River that ran between our home and the river. That line was probably gone before I could say streetcar, but walks with my parents along the tracks on crisp fall days are an early memory. We left Geneva for sunny California in 1938, but memories persist of meeting my dad at the old C&NW station when he commuted to Chicago. Walking to school meant passing the station, which usually meant hanging around to watch at least one train roar through.

"South Pasadena, California, was home to me from 1938 through high school. In those years the Pacific Electric provided transportation throughout the whole Los Angeles area. It was wartime, and there was gas rationing, so trips to the movies in Pasadena or Los Angeles or to the beaches at Santa Monica or Long Beach were only possible on the PE.

"A short stint at Cal Poly, San Luis Obispo, only long enough to convince me I wasn't cut out to be an engineering major, exposed me to Southern Pacific's Cuesta Grade — helpers were added to the trains right in front of the campus. It was exclusively a steam show in 1948. Uncle Sam directed my activities for two years starting in 1950. Since the army moved soldiers to new duty assignments by train, I managed to see a bit of the U.S. by rail. Winding up in the Midwest for most of my military career gave me the opportunity to get to know the UP and Santa Fe in Kansas before steam disappeared.

"My civilian career began in 1953 with Avon Products in Pasadena. Then began photography in earnest, mostly roster shots of SP steam. An early railfan friend, Vic Rawstron, coached me in the art and finally convinced me that real rail enthusiasts shot 616-size black & white negatives. I promptly bought my first 'serious' camera, a Kodak 616 Vigilant.

"I started taking color slides in mid-1954. As my circle of rail enthusiast friends grew, we would meet frequently to enjoy each other's work. Memorable trips and later critique sessions (some of them brutal!) with Don Duke, Stan Kistler and the late Bob Slocum helped hone the skills. Steam in southern California was essentially gone by mid-1955. This led to weekend trips to the San Francisco Bay area to shoot SP com-

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mutes and freights still in steam, on vacation trips to Sherman Hill to shoot big UP steam, to Colorado to shoot little D&RGW steam on the narrow gauge and to the Sierra and the Olympic Peninsula to shoot log haulers.

"As steam wound down, so did my travels throughout the West. Diesels, even PAs and Train Masters, just weren't the same! And how could anyone waste time and film on all those F7s cluttering up the scenery? How we cursed them in our youth. After all, they displaced steam!

"Marriage and the sequential arrival of daughters (four) kept me closer to my home in Pasadena. With diesels being the only show in town, occasional day trips to local fun spots like Cajon and Tehachapi with one or more kids in tow became a way to watch the passing parade. Surprise! It turned out that diesels weren't so bad after all. Santa Fe's Alco 'Alligators' and UP's 'double diesels' provided interesting variety, and passenger trains came in all sizes and colors.

"As the girls grew older, camping trips took us to many places throughout the West, surprisingly often with a railroad operation of interest nearby. While so far my daughters have not embraced the deep railroad interest that I have, we all fondly remember these outings. At loose ends after divorcing in the late '70s, I was fortunate to find and later marry my present wife, Ann, who shares my enthusiasm for railroading.

"My business career spanned 34 years with Avon Products in Pasadena in various management capacities. Early retirement in 1987 provided the opportunity to escape smoggy southern California. We moved to Antioch in the California Delta. Three years there enjoying Santa Fe's Stockton Sub passed all too quickly, and then, with Ann retiring from her company, we trekked further north to Beaverton, Oregon. Here, a whole new world of beautiful scenery, obscure branch lines and short lines, plus new friends with whom to chase trains, makes retirement living in the Northwest a pleasure.

"As for camera equipment, in the earlier years I used an Exakta, then later a Contaflex for 35mm color. Black & white was the domain of an Ikoflex, then later a Rollei. Currently I use a Konica FT-1 for color, and a Mamiya M645 handles my b&w work. I do my own b&w developing and darkroom work. Color slides have been exclusively Kodachrome since 1954. This has proven successful as my color slides have held up extremely well through the years.

"I firmly believe that sharing my photos with others is the best way to enjoy a collection. Accordingly, over the years I have submitted photos to most of the current railfan publications and have been honored to have had many of them appear in books and calendars. In recent years several have been selected for use on videotape dust jackets. While I have had several articles published previously, the Oregon Eastern opus is the first to appear in R&R.

"Favorite railroads? I would have to say Southern Pacific has been pretty much a constant through the years, but Union Pacific and Santa Fe have been close runners-up. Today, with the many short lines extant, I prefer these more "laid back" railroads where a considerate enthusiast is usually welcome and management and train crews show a real interest in their work." ■

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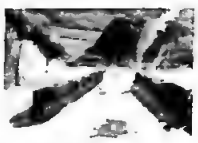
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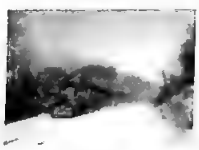
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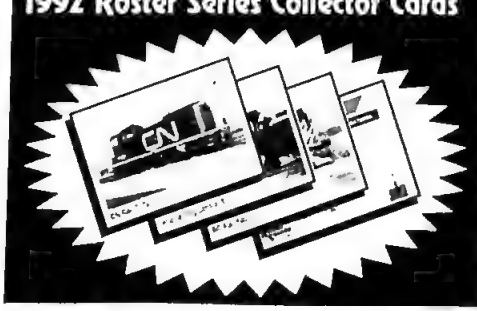

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Big news for pre-paid mailer users is that Kodalux Processing Services has officially rescinded it's "bulk mail" policy and is again sending pre-paid processed film to the customer via First Class Mail, the best combination of price and efficiency from the U.S. Postal Service. As discussed in the September 1992 CAMERA BAG, early in 1992 Kodalux began returning processed film via bulk mail, a much slower and inexpensive means of shipping than First Class, and bulk mail isn't routinely forwarded in the event of a move. The reason for the return to First Class, Kodalux admits, was due to the excessive number of complaints from customers. Kodalux also said that they are in the process of printing new pre-paid mailer envelopes with new Kodalux addresses. These envelopes will introduce a new system based on P.O. Box addresses which will daily forward mailers via overnight-express or same-day courier to the nearest appropriate Kodalux plant. Film will be returned to the photographer First Class.

Kodachrome slide film is still the favorite of most rail-oriented photographers, primarily due to its proven longevity and its accurate and vivid color rendition, and Kodachrome remains an industry standard in many circles. Kodak had always protected its complicated Kodachrome process until licensing just a handful of custom labs several years ago. But with its own processing plants around the country dealing with camera stores directly, most Kodachrome was processed by Kodak. Late in the 1980s Kodak sold its processing services to Fuqua Industries which set up two subsidiaries: Kodalux for Kodachrome processing and Qualex for Ektachrome slides and color negatives. Kodak retained majority ownership in the new companies and kept most of its own people to assure quality. Some customers noticed a slight deterioration in quality with the new firm, but the transition seemed smooth to most photographers. After closing the Palo Alto, California, Kodalux plant, which handled the West Coast, Pacific

(continued on page 48)

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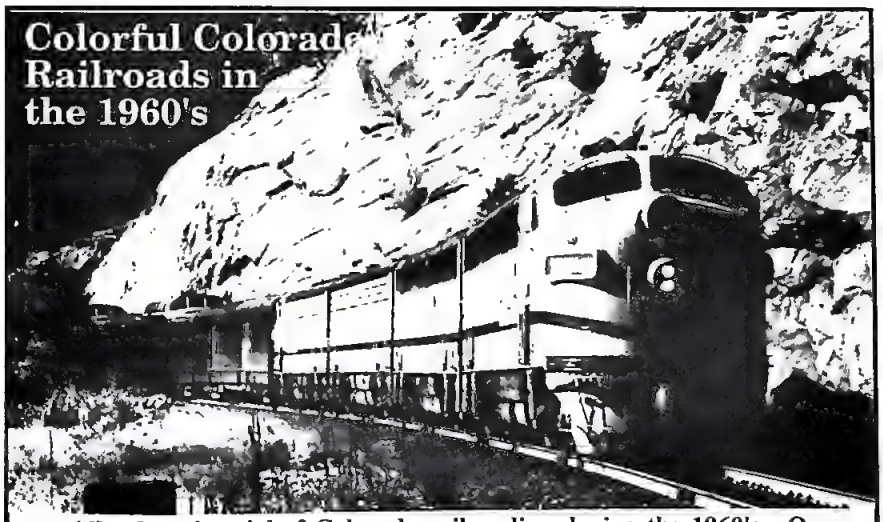

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Transit Currents

St. Louis: First

St. Louis is moving ahead very rapidly on its new Metro Link light rapid transit line. For those who just got on board the streetcar, Metro Link is 18 miles of exclusive right-of-way with 20 stations serving the area between Lambert International Airport and East St. Louis, Illinois. Thirty-one light rail vehicles have been ordered to provide service, the first of which recently arrived. And because it's not every day that such an event takes place, considerable celebration was carried out as a result of the opening of the new Metro Link maintenance facility and the christening of its first light rail vehicle.

The new 60,400 square foot Metro Link maintenance complex is located at 700 South Ewing in the city of St. Louis. All the light rail vehicles will be stored and maintained at the facility. It also contains a control center, which will be the control hub for both the rail and the bus system. The light rail vehicles are manufactured in Sacramento by Siemens-DUEWAG Corporation. The articulated cars are intended to run in one- or two-car trains on 7.5-minute headways during rush hour and every 15 minutes at other times.

Don Scott tells me the first of the light rail cars arrived rather unexpectedly, and not many fans were around when the unloading took place on Sunday, June 28, at the unloading ramp east of the almost-complete Grand Avenue station. Don Woodworth writes that the LRV operated under its own power for the first time in St. Louis on Wednesday, July 1, 1992, on a two-mile-long test track that has been energized in the area west of the shops. The official dedication ceremony for the new shop complex and the first LRV was held on Friday, the 10th of July. Representatives Gephardt of Missouri and Costello of Illinois and Senator Dixon of Illinois were among the dignitaries present who spoke on the theme of an important step in the transportation future of St. Louis and its region. The Redbird Mascot of the St. Louis Cardinals, Fred Bird, arrived on the LRV as the car made a red-ribbon-breaking entry into the shops. About 800 people were in attendance for the speeches and the first trips taken by rail transit in St. Louis in many years.

The first trips along the test track included dignitaries from government and other key people who are associated with building the Metro Link service. The ride was a short but significant journey between the shops and the Grand Avenue station. The Bi-State Development Agency, for which Metro Link is being constructed, expects to get the rail system running by July 1993. It should be recognized that the system will not stand still and will be expanded. The money is already appropriated by Congress to extend the Metro Link from its first eastern terminus at East St. Louis, farther east to Scott Air Force Base.

By the way, the *Whistle Talk* newsletter of the St. Louis Railways Enthusiasts, Inc., has given excellent coverage of the progress on the Metro Link. Membership in the organization, which includes a subscription to *Whistle Talk*, is $15.00 and should be sent to Paul U. Bettman, Treasurer, P.O. Box 1355, Maryland Heights, MO, 63043-0355.

The Chicago El Turns 100

That confection of iron and steel known as the Chicago Elevated is 100 years old this year. The first journey on the Chicago Elevated was taken on June 6, 1892. The trip was 3.6 miles in length, cost a nickel and was between Congress Street and 39th Street on the south side of the City by the Inland Sea. The first proposal to build an elevated railway in Chicago was made in 1869 and, as is true today, it took a while to see fruition. After the South Side elevated, or "L" as it is dubbed in Chicago, the Lake Street elevated opened in 1893 and the West Side El began operations between downtown and Logan Square in 1895. Elevated service on the Northwestern El from downtown Chicago to Wilson started in 1900, and the extension was made to Evanston in 1908 and to Wilmette in 1912. The State Street subway opened in the middle of the war in 1943, and eight years later, in 1951, rapid transit service was inaugurated in the Dearborn Street subway. The Congress Street line opened in 1958, the Skokie Swift began service in 1964, and in 1969 the Dan Ryan line opened. This was followed a year later in 1970 when the Kennedy line opened up as far as Jefferson Park. The O'Hare Airport extension of the Kennedy line was completed in 1984, and 1987 saw construction begin on the Southwest El to Midway Airport. That line is scheduled to open next year.

There is lot of history in the Chicago El, and as late as 1962 pot-belly stoves were used to heat the rapid transit stations. Compared to San Francisco and Washington, the Chicago rapid transit system is not glamorous, but riding the trains is a trip through the history of transit and of the City of Chicago. If you haven't ridden on the Chicago El you probably shouldn't wait another 100 years. The next twelve months might be a good time

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Metro Link Car Arrives

to come out and enjoy the old part of the line as well as the latest opening of the line to Midway Airport. Thanks to Fred Klinger for the news.

A Fire at Perris

A fire struck the Orange Empire Railway Museum at Perris, California, on July 6, 1992. The fire damage was restricted to the northwest portion of the museum thanks to the fire-prevention system, including the water mains and hydrants that had been installed very recently.

Eight items of rolling stock were lost. Also lost was the entire collection of electrical hardware. Tower trucks and a double-deck bus were also consumed in the blaze. The folks at Perris are hurting, and they need your help. A donation or your personal time would be helpful. The address is P.O. Box 548, Perris, CA 92370-0548, 714/943-3020.

While pieces of great historical significance were burned and destroyed, there was no loss of any completely operable equipment. The fire was driven by the wind and fueled by drought-stricken vegetation.

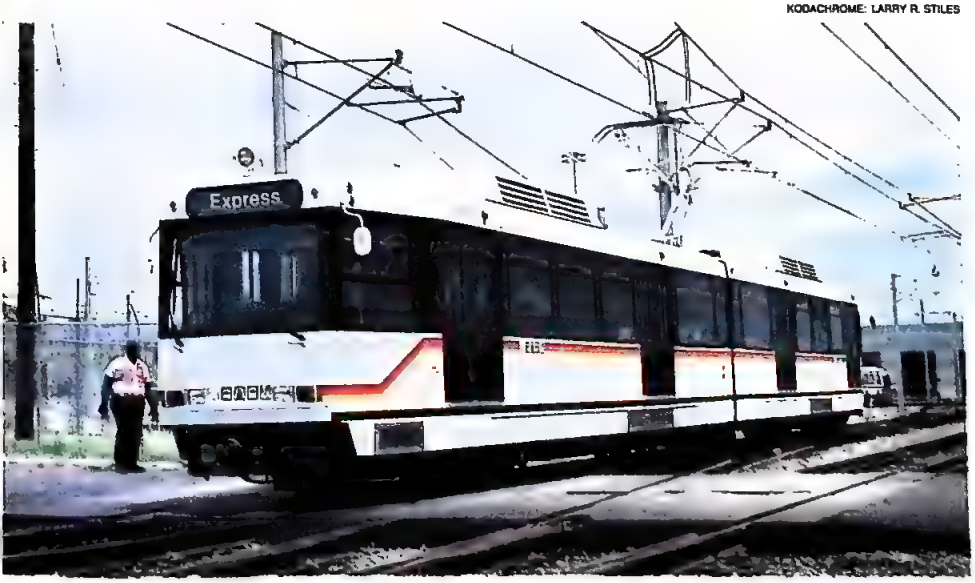
Flashes

Rollin Zawistowski tells me that the **DEEPEST SUBWAY STATION** in North America is going to be in Portland. It will be part of the Tri-Met west side light rail tunnel. As you read this, the federal share of the money for the project has been earmarked, and the architects and engineers are busy in their design for the three-mile-long tunnel through Portland's west hills. The station at Washington Park Zoo is 270 feet down. Twin elevators with a 39-passenger peak load will make the trip from the platforms to the surface in 30 seconds. It is expected that the light rail line service will help cure the significant parking problems at the popular zoo.

Tom McGarry informs me that in mid-June 1992, **BART** indicated that it plans to find the money to study connecting the present Coliseum station with the Oakland International Airport. A type of monorail might be in the works. This would be a pilot project bankrolled under a provision of ISTEA (the new authorization of the federal mass transit act) with the aim of promoting new technology. In another part of the region, and a long way from action, the Southern Pacific Railroad told Contra Costa County that a commuter service to the East Bay area could be operated on the rail line and, given the funding, SP would be happy to operate it or, at the least, allow the trains to move.

Dave Kornfeld sends the good word that despite some setbacks, NJ Transit is right on track in the refurbishment of its 230 **ARROW 3 ELECTRIC M.U. CARS**. About $900,000 per car is being spent, which includes replacing the direct current traction motors with alternating current motors, updating the interiors and enlarging the rest rooms. The power control systems, braking systems and air-conditioners will also be renewed.

KODACHROME: LARRY R. STILES



THE FIRST LRV for the new St. Louis Metro Link system was dedicated on July 10. The two-unit set was photographed departing the new LRV shops and crossing Ewing Avenue with dignitaries onboard.

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New York City to Philadelphia.

Pentrex is proud to present an exclusive look at Amtrak's pride and joy, the Northeast Corridor. Produced with Amtrak's cooperation, this video focuses on the electrified, heavily-trafficked south end of the line from New York City to Philadelphia.

Once owned by the Pennsylvania Railroad, the corridor is an interesting mix of old and new technologies. Trains roar down the electrified mainline at speeds of up to 125 miles-per-hour. This section of the corridor is governed by Automatic Block Signals and is manually dispatched from Philadelphia. Yet manned block towers dating back to the turn of the century can still be found in use on the line. This is in stark contrast to the welded rail, concrete ties, modern trains and higher speeds achieved on the corridor in recent years.

You'll experience non-stop Amtrak and commuter train activity at Penn Station, Hudson Tower, Newark, Trenton, Princeton Junction and Zoo interlocking. You'll also visit busy "A" tower in New York City and Zoo Tower in Philadelphia. Both of these venerable interlocking towers will be replaced in the near future.

The train action between New York City and Philadelphia never lets up. Come with Pentrex for a look at over 150 different trains in action during this exciting visit to Amtrak's Northeast Corridor.

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Philadelphia to Washington D.C.

This scenic portion of the Northeast Corridor is the most modern segment of the system. It is dispatched by CETC, a computer-assisted, state-of-the-art dispatching system. We'll take you on a private tour of this fascinating control center housed in Amtrak's 30th Street station in Philadelphia.

Trackside, our cameras capture over 100 commuter and Amtrak trains between Philadelphia and Washington, D.C. Locations include Eddystone, Pennsylvania; Wilmington, Delaware; Perryville, Maryland; Havre De Grace, Aberdeen and Baltimore, Maryland; Washington, D.C., and many others. We'll also visit Washington Union Station's "K" tower and see how it controls the great variety of trains and locomotives moving into and out of this busy terminal.

Highlighting the tape is a ride in the cab of an AEM7 locomotive which is at the head of a Metroliner train doing 125 miles-per-hour! You won't want to miss this exciting opportunity to experience the thrill of Amtrak's Northeast Corridor.

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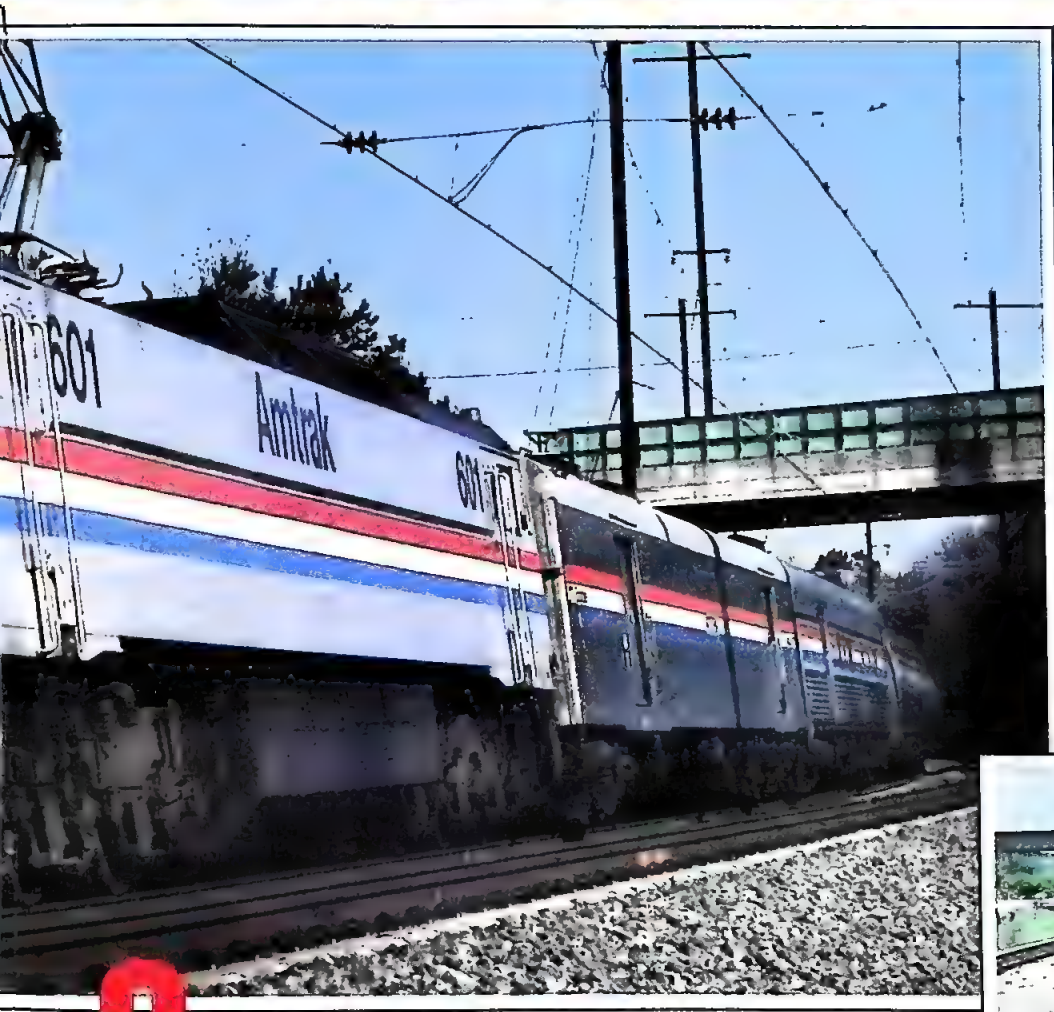

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(continued from page 43)

Northwest and Rocky Mountain areas of the country, processing time in those areas went from one or two days to at least a week for camera store customers and quite a bit more for mailer users not knowing which Kodalux plants were processing mailer film at any given time. When Kodalux switched to bulk mail, it doubled and tripled the time it took to see the slides after a trip. That earned the ire of many customers, and we received several complaints from readers who use mailers. It was contributor George Kalimanis who first reported the bulk mail problem to us and prompted the events and research leading up to the September '92 CAMERA BAG.

Alternatives to Kodalux

Since bulk mail is simply an unacceptable service for photographers, alternatives had to be found. A phone call to Kodak in Rochester produced a complete list of authorized Kodachrome processors, and a quick poll yielded some interesting results. This survey was done before Kodalux backed off the bulk mail, but it's good information, and competition is healthy (y'all should see the oogling frenzy here when the new *Trains* Magazine arrives, and the *Trains* staff admits to a similar ritual with R&R).

Presently there are six labs other than Kodalux that are authorized by Kodak to process Kodachrome film. Due to space, just the name, address and phone number, list price to process and mount a 36-exposure roll, normal turn-around time and special services, if any, are presented. For reference, the Kodalux list price is $7.50 and normal turn-around is one-to-two days.

Grand Canyon Color Lab, 4456 East Thomas Road, Phoenix, AZ 85018; 602/266-5671, $6.25, they quoted "next working day, in by 6:00 p.m. back by 7:30 a.m." the next morning. They deal through the mail or drive-up only (no camera store pick-up route). They will process 120-size Kodachrome and movie film, and they offer "push" or "pull" processing at an extra charge.

A&I Color Lab, 933 North Highland Avenue, Hollywood, CA 90038; 213/464-8361, $7.00, five-hour turn-around, walk-up window, a pick-up arrangement with local camera stores and discounted mailers, and they prefer to deal with either UPS or overnight courier. A&I processes 120-Kodachrome and offers push/pull processing.

BWC Chrome Lab, 233 11th Street, Miami Beach, FL 33139; 305/534-4454, $7.95, four-hour turn-around, walk-up window, camera store pick-up and mailers are available in lots of ten for $71.55. Starting in September 1992, they will be open 24 hours a day. BWC offers 120 and push/pull processing.

LaSalle Photo, 1700 West Diversey Avenue, Chicago, IL 60614; 312/327-6402, $7.50, 24-hour normal turn-around, walk-up window and camera store pick-up, and they offer push/pull processing. Mail orders are handled through subsidiary Cameo Color, same address; 312/525-5460, and the mail order price is $5.25 regardless of quantity. All mailer film is returned UPS "surface" unless specified otherwise.

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Broadway, Minneapolis, MN 55412/ 612/588-7861, $7.50, one-to-two day turnaround, deals only through camera stores (no mail orders or walk-up).

The Color Place, 1330 Conant Street, Dallas, TX 75207; 214/631-7174, $7.25, four-hour turn-around, walk-up, camera store and mail order trade, and they offer 120 and push/pull processing.

There are, of course, many variables when dealing with processors. I would suggest calling any lab you're interested in before sending film. With one exception, I found the phone representatives from each company very helpful and enthusiastic about answering questions, and all seemed very proud of their work and service to the photographer. Also keep in mind that these are all very large professional-service labs that handle Ektachrome and negative processing. Some take credit cards, some offer a choice of plastic or cardboard mounts and other service options, and they all were willing to work out any details with John Q. Photographer on the phone.

We haven't been able to sample any of these firms ourselves yet, but we will in the future and report our findings. By far, the largest number of non-Kodalux mounts we see from R&R contributors have been Kodachromes from A&I in southern California, and the quality has been excellent from our standpoint. If you live near one of the listed Kodachrome processors and your camera store isn't on their dealer route, mention it to the store's owner or manager. They, too, may not be aware of any Kodalux alternatives.

One difference among some of the above plants is their specific method of processing — by rollers or dunking — and certain photographers prefer one over the other. Most labs offer the conventional method where the film is transported through the processor on rollers, though at least one (A&I) offers a "dip-and-dunk" method which is hailed by many as being consistently scratch-free.

Push and pull processing is a new dimension in Kodachrome for us, as it is a service not available at the camera stores in this area (I had always understood it could be done only at the plant in Fair Lawn, N.J., and never deemed it worth the drive). To "push" or "pull" a roll of film is to alter the developing to compensate for exposure at other than the rated ASA or ISO. For example, a roll of ASA 64 film can be shot at ASA 100, and if the processing is "pushed" to compensate for the difference, the slide will be properly exposed, but some quality is lost in grain and contrast. I have often pushed Ektachrome and negative film in the past and look forward to playing with pushed and pulled Kodachrome in a future column. (With the variety of film speeds available and the inherent risk of quality loss through non-standard processing, pushing or pulling Kodachrome should be regarded by most railfans as an "emergency bail-out" following an exposure error rather than a way of getting an extra stop out of Kodachrome 64 or whatever.)

We received a tremendous amount of mail concerning the September '92 CAMERA BAG from readers offering their own experiences and opinions, plus some great ideas. These, too, will be in a future column.

RAILROAD VIDEO QUARTERLY

Premier Issue Nov. 15

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Railnews

LESS POWER IN THE SAME PACKAGE When is a Dash 8-40CW really a Dash 8-*38*CW? When it's one of Santa Fe's new six-axle Super Fleet GEs. According to their builder's plates, the 67 800-series units have 3800 h.p. (at the rail), 200 less than the standard 4000 h.p. featured on Dash 8-40CWs sold to CSX, UP and Conrail. The 3800 h.p. rating also applies to the 23 new four-axle Dash 8-40BWs (560-582) being delivered on the same order as the six-motors. Santa Fe's order for the 90 new units could have gone to either EMD or GE, but GE was able to win the contract by offering a competitive lease and maintenance package. The catch was that if Santa Fe was going to get new GEs for roughly the same price as new EMDs, the GEs would have to be downrated to match the 3800 h.p. of EMD's GP60Ms and SD60Ms. GE reduced the horsepower through a change in the units' onboard computer. Santa Fe stands to save money with the downrated units since there will be less horsepower factored into the horsepower-per-hour lease arrangement with GE, and the longevity and reliability of the units will be improved.

Unlike Santa Fe, the Chicago & North Western chose to *increase* the horsepower rating on its latest GEs. Thirty five Dash 8-40Cs delivered in 1991 (8543-8577) have been uprated to 4165 h.p.; three of them (8575-8577) were actually shipped from the factory with the higher horsepower and the designation Dash 8-*42*C. C&NW refers to all 35 units as Dash 8-42Cs and has given them additional ballasting to get the most traction out of the increased power. The uprating is intended to give C&NW's unit coal trains better running speed across busy main lines.

SIERRA MIXED On June 20, 1992, a rare "photo mixed" on the Sierra Railroad brought out approximately four dozen people. Organized by southern California railfans Cliff Wagner and Mark Effle, the four-hour morning run included 2-8-0 No.28, four steam-era freight cars (including an ex-Great Northern ore car) and a former SP Harriman commute coach (page 90). The consist ran backwards to Chinese, where No.28 obligingly moved a loaded woodchip car for a local lumber mill before continuing west. The trip, which included several photo stops, also had a runby at the movie set used in the film *Back to the Future III*. The 28 finished the run in time for regular "Mother Lode Cannonball" runs sponsored by the Sierra — RHONDA SETALOTTE.

SP 2-8-2 786 The inaugural runs of the Austin & Texas Central Railroad's *Hill Country Flyer* were made on July 25 and 26, 1992. Pulled by rebuilt SP Mk5 Class 2-8-2 786, the six-car consist runs each weekend between Cedar Park (15 miles northwest of Austin) and Burnet, a distance of 35 miles over ex-SP trackage owned by the City of Austin and leased to Railtex's Austin & Northwestern Railroad. The train consist includes four ex-PRR P70 coaches, a P70 snack car and ex-MoPac sleeper-lounge *Eagle Cliff*. A&TC's name commemorates the Houston & Texas Central Railroad, which provided Austin with its first rail service in 1871. A&TC is operated by the Austin Steam Train Association. The 786 is being run with authentic SP train numbers (47 westbound, 48 eastbound) in its indicator boards. These numbers were used by the last passenger train on this part of the SP in the 1930s — J. PARKER LAMB.

TENNESSEE SHORT LINES Change in both locomotive builders and paint schemes has come to locomotives operating on three Tennessee railroads. Lebanon-based Nashville & Eastern had displaced all but one of its original EMD CF7s with six Alco RSD12s that came from Michigan iron ore hauler LS&I. But track conditions on N&E's former-CSX line (which traces its heritage back to Tennessee Central) prompted N&E to supplant the Alcos with one U28B and five U30Bs acquired from CSX. In early March 1992, N&E 5338 became the first of the four-motor U-boats to wear N&E's current paint scheme.

After leaving the N&E, the big six-motor Alcos wound up on Trenton-based West Tennessee Railroad, where RSD12 1853 was initially running in a fresh coat of "pumpkin" orange paint (page 4). It's currently the only road-worthy unit in the group of Alcos; the others are stored in various stages of serviceability behind the West Tennessee's headquarters in the pretty depot at Trenton. The 1853 is used on an as-needed basis to haul grain and forest products over the 43-mile former IC line between Lawrence (where it interchanges with Illinois Central) and Kenton (where it interchanges with CSX).

Nashville & Eastern, West Tennessee and the Tennken Railroad are all controlled by the same investors, H.G. Hohorst and W.J. Drunsic. Before you get the idea that these folks have a penchant for non-EMD power, consider Tennken's two ex-IC GP28s, which operate on Tennken's 52-mile ex-IC branch between Dyersburg and Hickman, Kentucky. EMD sold just 26 GP28s: 16 to U.S. buyers and ten to Mexico's Chihuahua de Pacifico. Along with N&E's U-boats and West Tennessee's Alcos, they make a compelling case for railfanning this family of interesting short lines — PAUL D. SCHNEIDER.

A CYCLISTS SPECIAL July 26, 1992, saw the running of a special train for the "Bicycle Across Maryland" tour. Cyclists boarded the consist of leased MARC equipment and CSX F-units in Silver Spring and rode to Cumberland on CSX track. At Cumberland, the train switched to the Western Maryland Scenic Railroad and ran the entire length of the WMS' ex-Western Maryland line to Frostburg, where the cyclists detrained. (The bicycles were trucked to Frostburg, and participants rode them back to Silver Spring.) The normal WMS run was held at Frostburg until the MARC special arrived back in Cumberland — JERRY DOYLE.

THE FIRST RIO GRANDE REPAINT D&RGW GP40 3086 has become the first of that road's locomotives to be repainted in the "new image" scheme of parent company Southern Pacific. Since it was not renumbered, the unit's D&RGW-style number boards were simply cleaned, leaving intact a trace of the 3086's pre-SP heritage. Locomotive preparation began on July 3, 1992, with sandblasting continuing through July 7. The unit entered the paint booth on July 8 and emerged on July 15. It was repainted using the Dupont Imron three-coat system. The first coat consisted of primer, and the second was SP gray or red Imron. Numbering and reflective lettering were placed next using stencils, except the large speedlettered side logo, which was placed by hand. The third and final coat was an Imron clear coat. SP's program of unifying the system into one image has finally reached the motive power fleet. Now is the time to start getting your photos of Rio Grande and Cotton Belt units before they're all redone as SP — EDWARD NEUBAUM.

READING & NORTHERN Another Anthracite coal mine has been added to those served by the Reading & Northern: Jeddo Breaker No.7, north of Hazelton, Pennsylvania. During August, Conrail granted trackage rights to the R&N from McAdoo to the Jeddo Breaker via Oneida Junction and Cranberry Junction around the knob of a hill to Jeddo, total of roughly 13 miles of track — six miles as the crow flies. Currently operated three days per week, the R&N accesses this line from Tamaqua to the south via East Mahanoy Junction and the new Lofty Connection. (Trackage sound complicated? It is!). Conrail has retained its Hazelton-area trackage for "boxcar" freight which still requires two crews each day.

OPERATION LIFESAVER The Kalamazoo, Lake Shore & Chicago played host to an Operation Lifesaver demonstration in Paw Paw, Michigan, on May 12, 1992. Star of the show was KLS&C E8 95, which has had nose stripes added since its photo was in the January '92 RAILNEWS. State police from two counties participated in the event.

The E8 is former-Metra 513, originally C&NW 5028A. The KLS&C operates a 13-mile former-Pere Marquette line between Hartford and Paw Paw in Michigan's wine country. The E-unit is primarily used on the dinner train consisting of former-Scenic Rail Dining diners and domes (nee-UP) purchased from Transcisco Tours in 1991.

MARC AEM7 4900 It was a surprise to the locals when MARC AEM7 4900 showed up in New Haven on Train 170, the *Yankee Clipper*. Actually, the "Maryland Meatball" was behind Amtrak AEM7 928 eastbound and ran in the lead on the way back to Washington, D.C. Maryland equipment and AEM7s often get to New York City during holiday rushes, but this July 14, 1992, trip marked

JAIME F.M. SERENSITS

OPERATION LIFESAVER held a demonstration in Paw Paw, Mich., on May 12. The event featured newly striped KLS&C E8 95, seen (**left**) with officers from the state police and Van Buren County Sheriff's Department.

A CYCLISTS SPECIAL in Maryland on July 26 ran from Silver Spring to Cumberland on CSX and then on to Frostburg on the Western Maryland Scenic Railroad, where CSX FP7s 116 and 119 and MARC F9PH 84 led the ten-car train of MARC commuter cars (**below**) around Helmstetter's Curve.

TIM WILSON

ED NEUBAUM

THE FIRST RIO GRANDE REPAINT into the "new image" scheme of parent Southern Pacific was GP40 3086, seen at Pueblo West, Colorado, on July 15 (**left**). Despite the SP paint and large speedlettering, railfans can trace the 3086 back to Rio Grande by its original D&RGW number boards.

JACK SWANBERG

RICK GLADULICH

METRO-NORTH FP10s are now in service. The 411 was at North White Plains, N.Y., on August 6.

MARC AEM7 4900 made an unusual round trip on Amtrak to New Haven, Conn., (**left**) on July 14.

the first time east of Sunnyside Yard (staging for Penn Station) and the first time a MARC AEM7 has operated on Metro-North's 12,500-volt catenary. Amtrak and MARC AEM7s are designed to make the transition from 11,000 volts in New Jersey to 12,500 automatically. New Jersey Transit's ALP44s, inspired by Amtrak's AEM7s, are similarly equipped for variations in power. MARC has three AEM7s, 4900-4902.

METRO-NORTH FP10s The first of the former-MBTA FP10s on New York's Metro-North Commuter Railroad has entered service — in the form of 413 being assigned to the "Danbury Shuttle" on August 26, 1992, where it was to work for the next several weeks barring any problems. It would run as a single unit (MNCR generally runs pairs of F-units) with two Bombardier coaches displacing the last regularly assigned Budd SPV equipment. Metro-North bought four FP10s (410-413, former-MBTA 1109, 1113, 1151 and 1152, respectively), and all should be painted and in service shortly.

Boston's MBTA has retired its FP10s (1100-1114, 1150-1153) and is purging the fleet. In addition to the four units on MNCR, the Cape Cod Railroad has leased 1100, 1101 and 1114, and the State of Maine is finalizing a deal for six more (1102-4, 1107, 1110 and 1111) for a proposed commuter service along the Maine coast north of Portland. The MBTA FP10s once numbered 19 units and were rebuilt at ICG's Paducah shops in the late 1970s from GM&O F3s and one F7.

THE HOUSATONIC RAILROAD The 30-mile Housatonic Railroad in northwestern Connecticut has become a major player in Conrail's planned shedding of most New England branch lines. Currently, the Housatonic operates between a Springfield Terminal/B&M interchange at Canaan, Conn., and a Conrail connection at New Milford to the south. As planned, the Housatonic will get an additional 14 miles south of New Milford to Danbury, and it will have trackage rights over Metro-North east of there to Brewster and Fishkill (Beacon), roughly 50 miles. The Housatonic will also operate freight on Metro-North's Harlem commuter line between White Plains and Wassic. Metro-North obtained the Danbury-Fishkill trackage from Conrail as part of the restructuring, in addition to the line from Danbury to Derby on the MNCR Waterbury commuter line.

To operate this new trackage Housatonic is purchasing five GP35s from Conrail (PRR 2254, PRR 2314, PRR 2336, NYC 2377 and NYC

2393; same Conrail numbers) which will become 3600 through 3604, although the renumbering sequence is not confirmed. By August 1992 the 3600 and 3601 were on the Housatonic, where they join a former-NYC GP9 7324 and RS3m 9935 (nee-DL&W 910).

Conrail's spinning off of several New England branch lines will have a profound impact on the area rail map. In addition to the Housatonic operations west of Danbury, the Providence & Worcester will similarly get the business east of Danbury in the form of trackage rights to operate freight west of New Haven to Devon on the Shore Line (Northeast Corridor) then north on the Waterbury line to a junction called "Hat" (MP 8.7, near Derby, Conn.), then west again to Danbury and south on the Danbury line into South Norwalk, not including the NEC there (see map in P&W feature, this issue). P&W will also operate various industrial lines in New Haven. Conrail actually sold the trackage and operating rights to combinations of Metro-North, Amtrak and various municipalities, and the freight railroads are essentially tenants. This complicated deal is basically "a go," now awaiting ICC approval.

EMD's LATEST The new SD60MACs have hit the road. The "Big MACs" first outing occurred on August 12, 1992, in charge of a 15,000-ton Burlington Northern coal train from Denver to Amarillo, Texas. This train normally gets five units in the lead with two helpers on the Palmer Lake grade on the joint line. The three 3800-h.p. a.c.-traction locomotives were able to handle the train until a turbo failed on one unit. Since it was a test train, BN let it continue to see where on the 1+% Palmer Lake grade the train would stall — the engineers stopped the train in short time ratings within sight of the crest of the hill. The units were returned to Denver for repair, and the trio on August 16, 1992, (**opposite**) successfully hauled a 16,000-ton coal train to Amarillo using only one of the usual two helpers on the Palmer Lake grade, and the "MACs" were able to maintain speed on the extended upgrade south of Pueblo. This train, too, would have gotten five units. BN is reportedly very pleased with the performance of the a.c. locomotives and is now talking "how many" rather then "if" they will purchase any. The three prototypes, 9500-01, are assigned to run on Gillette, Wyoming, to Amarillo, Texas, coal trains for the next several weeks. With the September 1992 introduction of the new 4000 h.p. "70-series" locomotives from EMD, the SD60MACs on BN may become the entirety of the class if an "SD70MAC" is developed.

The public got a quick look at EMD's new SD70 prototype in July when the first two SD70Ms, 7000 and 7001, were shipped (October '92 R&R, page 4) from GM Diesel Division in London, Ont., to EMD at La Grange to be "set up" for service. One unit will be sent to the AAR test facility in Pueblo, Colo., and the other will remain in the Chicago area to be on display at the Railway Suppliers Association trade show held near the BN's 14th Street Metra yard during the week of September 21.

The SD70s feature a 4000-h.p. 710G3B prime mover, radial trucks (to steer through curves), an improved main generator and traction motors and Integrated Cab Electronics. Three prototypes are being built, 7000-7002, and Norfolk Southern was the first railroad to order production units — six with "spartan" cabs for a first quarter '93 delivery schedule.

BUFFALO CREEK & GAULEY 2-8-0s A pair of 2-8-0s from West Virginia's Buffalo Creek & Gauley are in the news. First, the Spencer Shops Museum in North Carolina has completed a two-year rebuild of the firebox on their Southern 604, formerly BC&G 2-8-0 No.4, which was known on BC&G as "Old Slobberface." Also, the gaudy Southern garb has been replaced by a more conservative in-service livery. Spencer's refurbished Southern 604 debuted at the 1992 Railfan Days on July 11 and 12 which included photo freights and passenger trains on the Museum's three-mile loop. At one point the Museum's 1922 Buick posed with the freight train (page 90). The 604 will be the regular engine though October at Spencer, and diesel power will handle the trains through mid-December.

In other news, Spencer Shops is going to receive a total of $4.5 million in federal "Iced Tea" money (President Bush's Intermodal Surface Transportation Efficiency Act: ISTEA) over the next six years to be used to renovate the entire 1924 roundhouse and backshop area. Much of the work should be complete by 1996 when the Museum will observe the 100th Anniversary of the founding of Spencer Shops.

Another 2-8-0 from the BC&G family is No.13, owned by the Logansport Iron Horse Festival Committee of Logansport, Indiana. The 2-8-0 is kept on the Logansport & Eel River short line (very short, only 2.2 miles) and it is lettered for the L&ER, complete with the letters "LER" interlocked on a keystone on the smokebox front to reflect the heritage of the PRR trackage. The 13 operates only once a year at the Logansport Iron Horse Festival, and the 1992 event happened July 17-19.

PEORIA LOCOMOTIVE WORKS A new locomotive designed for the industrial customer is the "PL1500" from the Peoria Locomotive Works of Creve Coeur, Illinois. Built from the ground up on an existing switcher frame, the carbody design is very reminiscent of Alco high-hood switchers circa 1940. The PL1500 features a 1500-h.p. Caterpillar 3512 prime mover, a Kato main generator, EMD traction motors and high-adhesion switcher trucks and an anti-freeze system of cooling which will allow the PL1500 to be shut down in the cold. Peoria Locomotive Works is affiliated with the Peoria & Pekin Union Railway. The new company was formed in 1989 when the P&PU had trouble finding a company to put Cat engines into their own switcher fleet. Touted for reliability and fuel efficiency, the price tag for a PL1500 is between $750,000 and $885,000 depending on options. Describing his product, PLW president Charles Helm said, "We want to be the Lamborghini of locomotives — build only so many each year, but they will be hand built" — ED JOHNSON.

SAL SDP35 1114 A surprise in Dixie this summer is cosmetically restored Seaboard Air Line SDP35 1114 on display at Hamlet, N.C., in front of the National Railroad Museum & Hall of Fame located in the SAL depot. The Museum had wanted a locomotive for some time, and CSX obliged by donating and repainting the relatively rare SDP35, which is believed to have been a regular locomotive at the Hamlet hump yard. The unit was put in place mid-year, and the paint job is complete except for a nose herald. The SAL depot building in Hamlet is a classic Victorian structure built in 1900, complete with a turret, and it is located at the junction of the north-south main line and the Hamlet-to-Atlanta main line. There were once eight diamonds at Hamlet, but even today with only one crossing it is still a very busy place.

UPHS CONVENTION The 1992 Convention of the Union Pacific Historical Society was held between June 25 and 28, 1992, in Cheyenne, Wyoming. The highlight of the festivities was a Challenger trip to Laramie and back with four photo runbys, most performed twice. Another locomotive-based event was the sprucing up of UP 2-10-2 5511, an inoperable stablemate of 4-6-6-4 3985 and 4-8-4 844, for a night photo (page 90) on the Cheyenne turntable on June 25. The 5511 was built by Baldwin in 1923 for the UP-predecessor Los Angeles & Salt Lake Railroad. Hardcore fans of steam and mechanism, of course, all know that 5511 harbors the only-known surviving set of Young valve gear — the valves get their motion exclusively from the crossheads (actually, from the crosshead on the opposite side), as there are no eccentric cranks on the main drivers.

WABASH F7 1189 After over 3000 volunteer hours of restoration work at the Monticello Railway Museum in Illinois, Wabash F7 1189 was dedicated on August 15, 1992, with a special excursion and ceremony at Monticello. The beautifully restored unit ran on Norfolk Southern track with Wabash boxcar 47947, Nickel Plate flatcar 1907, coach *W.A. Bash* (an ex-Rock Island 2500-series commuter car) and Wabash caboose 2824 (owned by the Danville Junction Chapter NRHS and kept at the Monticello Railway Museum).

The 1189 was built in 1953 by GMDD in London, Ontario, and used on the 220-mile St. Thomas Division between Buffalo, New York, and Windsor, Ontario. The Wabash renumbered it as 725 prior to the 1964 merger with N&W, and after the merger it was renumbered 3725. Retired in 1979, this last operating example of Wabash's F7s was destined for the scrap line when the N&W donated it to the Monticello Railway Museum in 1982.

TOP / FUJICHROME DAVID A. PHILLIPS, ABOVE / KODACHROME IAN PLATT

EMD's LATEST high-powered six-axle units are making headlines. On August 16, SD60MACs 9500-9502, built for Burlington Northern, were accompanied by an EMD dynamometer car during the revenue haul of a loaded SDEX coal train from Denver to Amarillo. They were photographed at Greenland, Colorado, (**above**) while applying their a.c. drive systems on the Joint Line grade to Palmer Lake. One month earlier, on July 16, SD70M prototypes 7000 and 7001 were seen on the GMDD test track at London, Ontario (**left**). Third unit 7002 was still in primer at the time. The snappily dressed locomotives were scheduled to head to the AAR test track at Pueblo, Colorado.

PEORIA LOCOMOTIVE WORKS has built a new locomotive model tailored for industrial switching. On July 23, Peoria & Pekin Union SW9 605 moved "PL1500" 1500 across the old Rock Island diamond at Bridge Junction, Ill., (**right**) en route to display in Peoria's ex-Rock Island station.

KODACHROME EDWARD JOHNSON

THE HOUSATONIC has acquired five ex-Conrail GP35s to handle anticipated operation on a pair of ex-Conrail lines and freight service on MNCR's Harlem Line. On August 8, two of the units, 3600 and 3601, were at Housatonic's headquarters in Canaan, Connecticut, (**below**) wearing fresh paint.

KODACHROME HOWARD ANDE

KODACHROME LARRY R. STILES

KODACHROME JIM WRINN

SAL SDP35 1114 has been restored to its original Seaboard paint scheme and put on display at Hamlet, North Carolina, where it was seen on July 26.

WABASH F7 1189, led a dedication excursion at Monticello, Illinois, (**left**) on August 15, passing under a bridge that had once carried Wabash trains.

Providence &

by John H. Roy, Jr.

KODACHROME THOMAS L. CARVER

One of the most colorful and interesting railroads in all of the Northeast, the prosperous Providence & Worcester is a Class 2 regional which operates over 400 miles of main lines and branches in Connecticut, Massachusetts and Rhode Island. Headquartered in Worcester, Mass., it handles over 20,000 carloads of freight per year, including industrial chemicals, plastic resins, petroleum, lumber, paper products, steel, scrap metal, trap rock, sand, agricultural products and grain. Its largest source of revenue, however, is intermodal container traffic.

The modern P&W got into business on February 3, 1973, with five Alco RS3 road switchers leased from the Delaware & Hudson for $85 per unit per day. They were numbered 161-165 and painted in a colorful livery of buff, orange and brown — dubbed the "Popsicle" scheme. In March 1974 the P&W took delivery from Montreal Locomotive Works of two new 2000-h.p. M420Rs with the "Canadian Cabs," the first of their type built for a U.S. customer. The 2001 and 2002 permitted the return of the 162 and 165 to the D&H. In the spring of 1975 the P&W got three more new M420Rs (2003-2005), permitting the return of the remaining D&H RS3s. To this day, the five P&W M420Rs are the only MLWs built for a U.S. railroad.

The P&W then turned to GE for new locomotives, first with U18B 1801 in 1976 and B23-7 2201 in 1978. In 1980 they went to EMD for GP38-2 2006 in February and 2007 and 2008 in November, followed by 2009 in September 1982. About this time they also picked up a pair of ex-Conrail GP9s (PRR 7189 and 7205 which became P&W 1701 and 1702). In 1985 they filled out their road fleet with two ex-Penn Central GP38s from Conrail (PC 7794 and 7808 became P&W 2010 and 2011). Their latest acquisition was a pair of New York Central SW7s acquired from Conrail in 1991 (NYC/CR 8845 and 8851 became P&W 1201 and 1202). The switchers were intended for the Belle Dock track-

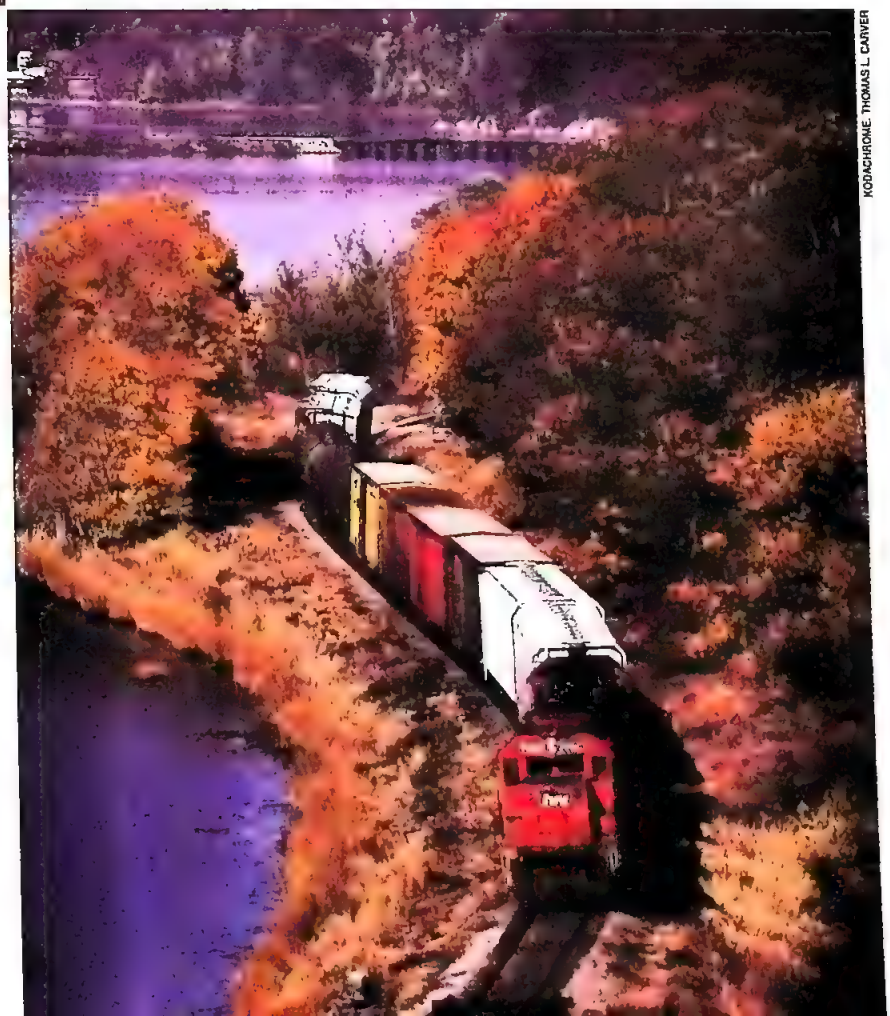
KODACHROME: DAVID HUTCHISON

UNUSUAL AND COLORFUL motive power was a characteristic of the "new" P&W from the beginning, with five leased D&H RS3s in "Popsicle" livery giving way to MLW Canadian Cab M420Rs. The 2001 and 163 were idling at Worcester in November 1974.

Worcester Succeeds on Service

New England's colorful and creative regional railroad

THE FIRST DAY of operation for the newly independent P&W was February 3, 1973, and dignitaries made speeches from the side of RS3 161 at Woonsocket. In September 1990 GP38-2s 2006 and 2009 (**left**) had local NR-2 southbound along the Thames River at Stoddard Hill State Park at Leyland, Conn. Those swans are real! In November 1989 NR-2 was south of Norwich (**below**) with CV across the river.



age in New Haven but so far have remained as the yard engines in Worcester.

The P&W presently rosters 17 locomotives: GE U18B 1801 and B23-7 2201, five MLW Canadian Cab M420Rs (2000-2005), four GP38-2s (2006-2009), two GP38s 2010-2011) and one GP9 (1702) as well as the two SW7 switchers 1201 and 1202. Although P&W units have worn a number of paint scheme variations over the years, today all but the two GEs and GP38-2 2003 wear the now-standard orange and brown livery (the GEs and 2003 are still in their as-delivered orange, white and yellow livery).

With all road units in the medium horsepower range (and most at 2000 h.p.), the P&W can swap its locomotives around the system with little concern for specific assignments. In other words, you can find any type of unit on any job at any time. The only exception is the pair of SW7s, which tend to stay on the Worcester switch jobs.

History

The Providence & Worcester Railroad was originally chartered in 1845 to link the 43 miles between its namesake cites in competition with the Blackstone

KODACHROME: JOHN H. ROY, JR.

BIG TIME ACTION on Amtrak's Northeast Corridor main line at Old Saybrook, Conn., found P&W's SN-1 (the Old Saybrook to New Haven local) with GP38-2 2009 and a string of Tilcon hoppers for the Branford Steam Railroad meeting local NR-2 out of Plainfield with the two GP38s. That tower is no longer in use. Back in January 1982, NR-2 was on the east leg of the wye at Groton (**below**) as an Amtraker headed east.

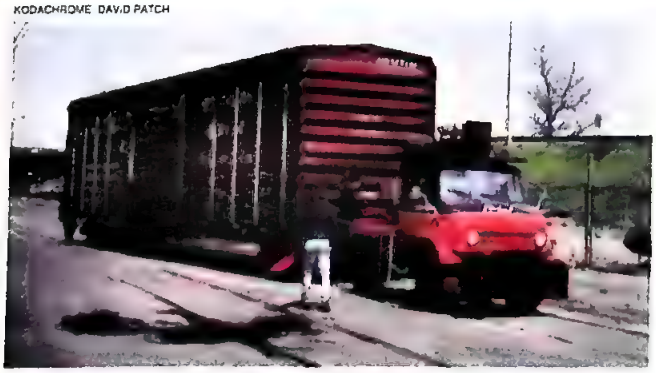
KODACHROME: THOMAS L. CARVER

Canal, which roughly followed the Blackstone River over the same route. After 44 years of independent operation, in 1889 the P&W was taken over through a lease by the New York, Providence & Boston — a circumstance which would dramatically effect the railroad 80 years later!

In the latter part of the 19th Century it was common practice for larger railroads to lease smaller railroads to reach new markets or prevent unwanted competition. In 1892 the NYP&B itself was leased to the New York, New Haven & Hartford Railroad. The expanding NYNH&H now controlled the remainder of the 99-year NYP&B lease on the P&W. Although it was still in existence — complete with trackage and stockholders — the P&W had become a paper railroad. In its day to day operations, the P&W would be simply another of the New Haven's numerous routes through New England.

On January 1, 1969, the bankrupt

KODACHROME: DAVID PATCH



KODACHROME: JOHN H. ROY, JR.

A BELLE DOCK EXTRA was working along Waterfront Street in New Haven with P&W's Unimog Trackmobile on May 6, 1992. This industrial trackage has some tight curves and a restricted bridge.

THE RAILROAD RUNS through the middle of the (engine) house at Valley Falls -- at least it did until mid-1992 when the building was moved to clear the East Providence line for doublestack cars.

New Haven was absorbed by the Penn Central Railroad, which then became the holder of the P&W lease. In keeping with its master plan to downgrade or abandon duplicate routes, Penn Central, by now itself bankrupt, tried to abandon the 43-mile P&W main line and stopped making the lease payments on the railroad.

But the Penn Central did not have control of the P&W; it owned only 28% of the outstanding stock. The rest belonged to the long-forgotten stockholders who had been collecting the lease payments. Those P&W stockholders fought to have the railroad returned to them, and in a showdown they defeated Penn Central.

Finally, on February 3, 1973, the reincarnated P&W was again an operating railroad, complete with the five leased D&H RS3s and a couple of wooden cabooses. A year later they received their first two brand new M420Rs from Montreal Locomotive Works.

The P&W didn't waste much time in expanding its operations; on October 31, 1974, it purchased the Gardner branch from the Boston & Maine. In 1976, the formation of Conrail gave the P&W other opportunities to grow. The new P&W obtained the Worcester to Plainfield portion of the Norwich line, the Southbridge branch and the Willimantic branch in Connecticut, as well as all of Conrail's Rhode Island branches. In 1980, with the help of the state of Connecticut, the P&W wrestled the rest of the Norwich line from Plainfield to Groton away from Conrail. In 1981, the P&W purchased the Moshassuck Valley Railroad, a two-mile short line in Providence. In addition, the P&W obtained freight service rights on Amtrak's "Shore Line" from Providence to Old Saybrook. More recently, in 1991 the P&W has gained freight service rights all the way to New Haven on the Shore Line and purchased from Conrail the Belle Dock and Manufacturers Railway industrial tracks in New Haven.

It hasn't been easy for the P&W in southern New England. The region, which was once a premier industrial haven, has continued its decline, and with the current recession it's hard to believe it will get better soon. Despite all its growth, the P&W has found it necessary to reduce or eliminate service on some of its lines. Service on the Southbridge branch as well as the Willimantic branch east of Versailles was suspended. In Rhode Island, service on the Newport Secondary was suspended and never restored due to a barge accident with the bridge at Tiverton. The Washington Secondary and the Pontiac Secondary have recently been abandoned, and the Moshassuck Valley industrial track is up for abandonment.

The P&W now has trackage and freight rights all the way to New Haven, the heart the former New Haven Railroad which once leased the P&W. If Conrail continues its exit from Connecticut as expected, the P&W may soon serve most of the remaining former New Haven lines in Connecticut.

The P&W success and growth has very much been linked to its relationship with Conrail. Over the years the relationship between the P&W and Conrail has not always been an amicable one, but Big Blue has always been the P&W's largest interchange partner, and Conrail now regards the P&W as a working partner in New England and a solution to many of its branch line problems. With the P&W located on Conrail's busy Boston & Albany main line in Worcester, freight bound for P&W territory is handled via a direct route and in a timely manner. Conrail has dedicated special trains SEPW/PWSE, as well as various TV trains, to deliver P&W interchange to and from the big classification yard at Selkirk, New York. In addition, Conrail leases trackage rights on three miles of P&W's Gardner branch from Worcester to Barber for Conrail/Guilford (B&M) run-through trains from Ayer, Mass., to Selkirk.

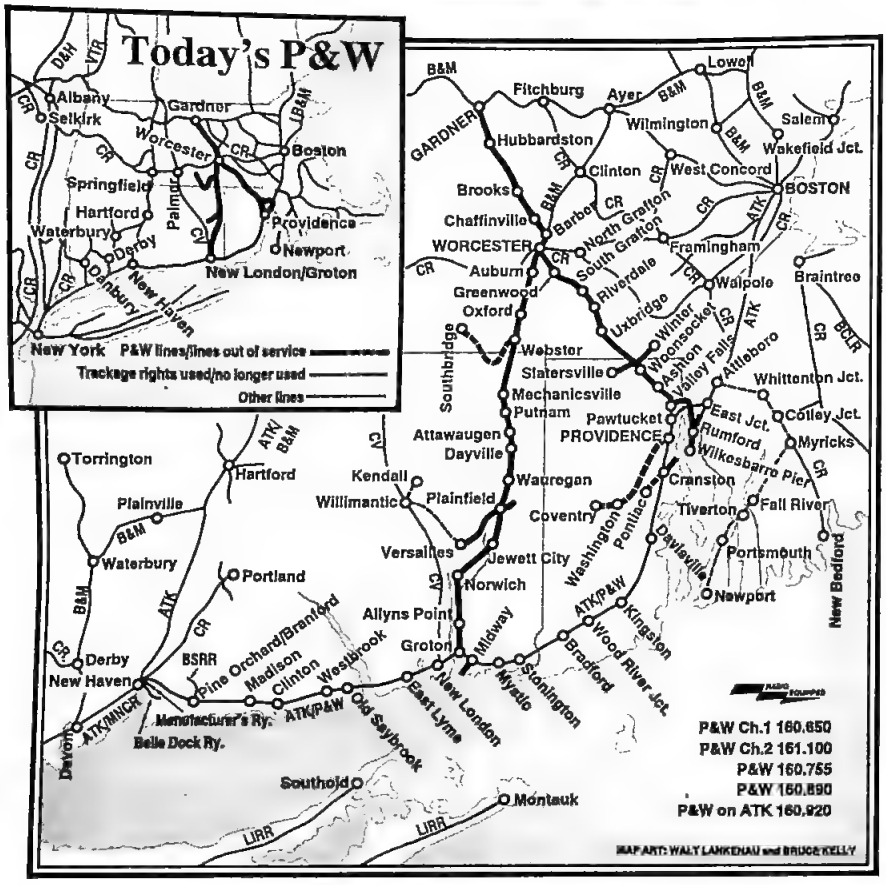
Worcester, Massachusetts

Once the junction of two B&M lines to the north, two New Haven lines to the south and the NYC's Boston & Albany main line, Worcester, Massachusetts, is the heart of today's P&W. The Worcester yard, through which almost all of the P&W's traffic passes, is the road's largest and most important. It is also home to the P&W's two intermodal terminals, engine shops, car shops, dispatcher/operations center and executive offices.

All Conrail and B&M interchange passes through Worcester, and even some cars from the Central Vermont interchange in New London pass through on their way to Rhode Island destinations. Worcester is the hub for the P&W through freights. The Valley Falls, R.I., based PRWO/WOPR and the Plainfield, Conn., based NRWO/WONR through freights supply cars to the locals.

The Worcester yard is switched by P&W jobs WX-1 (mornings), WX-2 (afternoons) and various extras as required. WX-1 is on duty at 08:00 Monday through Friday. The Conrail interchange is usually the first move of the day, involving one or more trips to Conrail's Worcester yard. On its return from Conrail, WX-1 will usually first set out the inbound high priority stacks at the P&W intermodal terminals for unloading. The P&W has two intermodal terminals in Worcester, one in the middle of the wye and another at Greenwood, just south of town on the Providence main line. The switcher will then work the rest of the yard and any local switching in the area, including work as far south as Auburn (Industrial Park) and Webster (Shield Aerosol) on the Norwich main line, and as far north as Gardner. The afternoon job, WX-2, is called at 13:00 Monday through Friday and has the same working limits as WX-1. On Sundays a regularly scheduled Worcester extra is called at 13:00 to help get things in order for Monday, typically the busiest day for the P&W.

FACTORY FRESH M420R 2001 was working in Woonsocket in July 1974. The P&W's were the first and only Canadian Cab units built by MLW for a United States customer.



The 26-mile Gardner branch no longer sees regularly scheduled service since through freight WOGR/GRWO was abolished. Instead, it is served as needed by the Worcester switchers or one of the through freights (NRWO or PRWO). The primary business on this branch is the B&M interchange at Gardner; however, there may be work on the way such as the industrial park in Holden or Wachusettes Lumber in Hubbardston.

Valley Falls, Rhode Island

Located six miles north of Providence, Valley Falls is where the East Providence Secondary (part of the original P&W) and also the former (now abandoned) New Haven Wrentham branch joined the Worcester-Providence main line. Valley Falls is also less than two miles north of Boston Switch, the junction with Amtrak's Shore Line.

Two Providence locals and through freight PRWO originate in the yard at Valley Falls. Providence is the largest city served by the P&W, and Valley Falls yard is second only to Worcester in terms of size and activity. The P&W has a small two-stall enginehouse here, which due to space limitations was built over the East Providence Secondary main line just south of the yard. It wasn't unusual to see an entire train go through the enginehouse! This very recently changed, however, as the enginehouse was moved in August 1992 to clear the way for running double stack cars to a container port being developed in East Providence.

The PRWO is the largest through freight on the P&W, and it is not uncommon for it to have over 50 cars. On duty at 20:00 Sunday through Thursday, the nocturnal PRWO works the yard, assembling its train which includes cars bound for Worcester as well as customers en route. Once the train is made up, PRWO heads north, working main line industries along the way. It makes a regular stop in Woonsocket to work the 4½-mile long Slatersville Secondary. Customers in this area include Edgecomb Steel, Homestead Feed, Torex Plastic and ACS.

Upon arriving at Worcester, PRWO will assemble its southbound train, change symbol to WOPR and work its way back to Valley Falls in time for the Providence locals to serve their customers the next day. Power for the through freight is the same power used by the locals. Several times a week, the through freight will return with different power to rotate locomotives through the Worcester shops for maintenance.

There are two Providence locals out of Valley Falls. Local PR-3 is the first on duty at 07:30 Monday through Friday. The first order of business is to work the yard and assemble the day's train. PR-3 will then work south on Amtrak's Shore Line to Davisville. On its way, PR-3 will set out cars for the Harbor Junction industrial track in the Cranston (Auburn) yard. Shore Line customers are worked in both directions with preference given to trailing point switches in each direction.

At Davisville PR-3 will cross over from westbound Track 1 to Track 2 and then move into the Seaview Railroad yard to perform the interchange. Although relatively small, the three-mile Seaview does a good business and interchanges over 900 cars a year with the P&W. It serves a large plastics plant, a pressure treated lumber company, Electric Boat (steel) and a winery. Occasionally, even fresh fish is shipped from the docks.

When finished at Davisville, PR-3 will work its way back to Cranston yard. Occasionally PR-3 switches the former Warwick Railroad, which today is not much more than a long spur with a plastics plant and a Flexi-Flo terminal at the end. Further north, the Harbor Junction industrial track is a regular stop for PR-3, where customers include George Mann & Company (industrial chemicals), Lehigh Cement, Atlantic Plywood, a sewage treatment plant and Patriot Metals (a scrap dealer that loads scrap in Worcester on the P&W and ships it out by boat).

When the branch is done, PR-3 will continue to work the Providence area including Yard 17 (a wholesale produce market and the Providence *Journal*) and Turn Key (Gargrave printers and a metal company). When finished, PR-3 will return to Valley Falls yard and put its train away.

The other Providence local, PR-2, is on duty at 08:00 Monday through Friday. After switching the yard, PR-2 will head south on the East Providence Secondary. After briefly passing through Attleboro, Mass., and passing over Interstate 95 and Amtrak's Shore Line, PR-2 returns to Rhode Island at Pawtucket. Streetside running is the rule here, as PR-2 follows alongside the Industrial Highway the entire length of the city. There is a runaround track at the south end of town and the small Darlington Yard in the north end. The active customers here are American Insulated Wire Corporation, Tekhor APEX and Key Container Corporation.

Further south in Phillipsdale section of East Providence there is a group of customers located around the small yard. The largest industry, Rhode Island Steel, is located just north of the Ten Mile River Bridge. Working further south alongside the Seekonk River, PR-2 serves an industrial area (Getty, Weatherall and Bowar Chemical) strategically located in the "V" between the East Junction industrial track and the East Providence Secondary. PR-2 works the East Junction Secondary as far as

Narragansett Industrial Park. Conrail serves the rest of this branch from East Junction.

At the end of the serviceable portion of the East Providence Secondary is Wilkesbarre Pier and Unical 76 petroleum terminal. The P&W has plans to build a deep water port for container traffic immediately south of Wilkesbarre Pier, and along with a general upgrading of the line, the moving of the Valley Falls enginehouse is the first tangible evidence of the project.

When finished in the East Providence area, PR-2 returns to Valley Falls where it works the yard again before heading south on the Shore Line to switch Colfax, a meat renderings plant in Pawtucket. Then PR-2 returns to Valley Falls where it ties up for the day.

Plainfield, Connecticut

Plainfield, which serves as the base for P&W's Connecticut operations, was once the junction of two New Haven main lines. The diamond is still here, but the old east-west Hartford, Providence & Fishkill main has become a short branch. The north-south main of the original Norwich & Worcester Railroad, however, is still complete and celebrated its 150th anniversary in 1991. The P&W has a four-stall enginehouse/MofW facility located on a short stub of track which once was the HP&F main line to Providence.

The nighttime through freight NRWO/WONR originates in Plainfield. The NRWO goes on duty at 20:00 Sunday through Thursday, assembles its cars in the yard and heads west on the Willimantic branch ten miles to Versailles. The 13 miles of the branch west to Willimantic hasn't been used since the mid-1980s. Federal Paper, the largest customer on the line, and Amgraph (plastics), both in Versailles, are the only regular customers on the branch. When finished NRWO will return to Plainfield where it will assemble its train for Worcester. This job doesn't normally switch the main line to Worcester, though occasionally it may be required to work a customer along the way. At Worcester, NRWO will work the yard and assemble its southbound WONR train. Occasionally NRWO may work the Gardner branch before heading back the 47 miles to Plainfield.

Two local freights, NR-2 and NR-3, are based in Plainfield. NR-3 is responsible for the Norwich line from Putnam to Allyns Point, and NR-2 is responsible for Amtrak's Shore Line. NR-3 goes on duty at 07:30 Monday through Friday, where it switches the Plainfield yard prior to working north to Putnam. The three major customers on this part of the line are Frito-Lay in Attawaugan, International Paper in Putnam and Anchor Glass in Dayville, with several other customers located in between. The Wauregan Grain Company and the Tilcon gravel pit, both in Wauregan, are also serviced fairly regularly when in season. When the north end work is complete, NR-3 returns to Plainfield, where it swaps north cars for south cars before heading south. Occasionally on Fridays when WONR/NRWO doesn't operate, NR-3 will switch Federal Paper in Versailles (this is usually done before heading south). Work on the southern end of the line is a little less predictable, The only major customer is Dow Chemical at Allyns Point; however, NR-3 will make fairly regular stops to serve customers in Jewett City (Builders Supply and Agway) as well as Norwich (Shetucket Scrap). NR-3 will usually stop in the Norwich yard to pick up and set out cars. Norwich yard is used for storage of covered hoppers used by Dow. Continuing to Allyns Point, NR-3 will spend several hours working Dow Chemical. Once finished, NR-3 will return to Plainfield, usually with only a brief stop in the Norwich yard.

The other Plainfield local, NR-2, goes on duty at 08:30 (07:30 in the winter) Monday through Friday. It usually spends an hour assembling its train in the yard prior to heading south for Groton. However, when a load of sand or stone is ready in Wauregan (usually 20 cars), NR-2 will occasionally head north first to pick them up. Stone and sand from Tilcon is used to supply P&W's MofW force with ballast and for the cement batching plants of Soneco at Groton and Tilcon at Old Saybrook.

When ready, NR-2 heads south to Fairview yard in Groton, where the P&W's Norwich line connects to Amtrak's Shore Line. What happens next can vary depending on NR-2's work load and the Amtrak schedule. NR-2 covers a lot of mileage with little switching in between. Trying to work around Amtrak can make their day somewhat unpredictable. Usually NR-2 will drop its cars for the Groton branch in Fairview Yard (to minimize Amtrak freight

THE UNITS FOR SN-1, the New Haven local, spend the night behind the tower at Old Saybrook, where M420R 2002 and a GP38-2 were photographed on October 13, 1991.

MIKE DEL VECCHIO

charges) and head west to Old Saybrook.

NR-2 may make a stop in East Lyme to switch Suburban Propane on its way to Old Saybrook where it switches R.R. Donnely Publishing and Fortune Plastics. At Old Saybrook, NR-2 and the Old Saybrook-based local SN-1 exchange cars. All work on the Shore Line must be done without interfering with Amtrak's busy passenger schedule. Consequently, a lot of waiting is done in between moves before NR-2 can head back east. On its return to Groton, NR-2 will usually switch the Central Vermont Railroad interchange in New London. This requires NR-2 to leave the main line and enter the CV's East New London yard.

After returning to Groton, NR-2 heads east to Midway on Track 4 where it switches the Soneco Cement Company (seasonal) and then slowly backs down the Groton branch to service Pfizer (pharmaceutical) and sometimes Electric Boat (the nuclear submarine builder). Both have their own switchers; however photography at Electric Boat, a defense contractor, is against the law. Once back at Fairview Yard, NR-2 usually heads non-stop to Plainfield, although it must occasionally wait at Redtop (a manual block limit south of Allyns Point) for NR-3 to clear.

Old Saybrook, Connecticut

On August 10, 1991, the P&W acquired from Conrail, the Belle Dock and Manufacturers Railway industrial tracks in New Haven as well as freight service rights on Amtrak's Shore Line from Old Saybrook to New Haven. Shortly thereafter, SN-1, the Old Saybrook to New Haven local, was established. SN-1 goes on duty in Old Saybrook at 07:30 Monday through Friday and normally picks up the empty stone cars at Tilcon in Old Saybrook and follows the last Shore Line East commuter train west. SN-1 usually runs push-pull with a unit on either end of the train to avoid time-consuming runarounds or wrong rail movements on the busy Shore Line. At Pine Orchard, the P&W interchanges with the Branford Steam Railroad, owned and operated by Tilcon and one of New England's largest industrial railroads (April '90 R&R). Here SN-1 will set out the empty stone hoppers; the full stone cars will be picked up on the return trip. In New Haven SN-1 will switch the Belle Dock and the Manufacturers Railway industrial trackage, where customers include New Haven Terminal, Simkins Industries (paper products and chemicals) and United Illuminating.

As of this writing, the P&W is using a Unimog Trackmobile — in full P&W colors — to push cars to their destinations on the Belle Dock industrial line. Street trackage, with tight curves and a weight restriction over the Forbes Avenue drawbridge, impose motive power restriction for this branch. The P&W purchased two rebuilt SW7s from Conrail to provide full service on the Belle Dock trackage, but they have not yet seen service there.

On its way back to Old Saybrook, SN-1 will stop at Pine Orchard to pick up the full stone cars. Other customers, including Landon Lumber in Madison or Stanley-Bostich and Chesborough Ponds in Clinton, may be switched on the return. Upon arrival at Old Saybrook, SN-1 will spot a full load of stone (20 cars) at Tilcon before retiring for the day. SN-1 is a seasonal job that runs as long as the Tilcon stone traffic is active. SN-1's other duties are covered by NR-2 during the winter months when the stone traffic is done for the season (usually late December to early spring).

P&W Railfan Tips

As with any other railroad, one must obtain permission before entering railroad property. However, the best shots can usually be taken from public property. When photographing the P&W, it's best to concentrate on one or two of the locals and follow them around. P&W through freights are rarely photographed due to their nocturnal schedules. It will help to check with the crews to get a lineup of the day's activities. If you have a scanner, program it for 160.650 (P&W Worcester dispatcher), 161.100 (local crews and yard) and 160.920 (Amtrak for movements on Shore Line). All P&W movements on home rails require a Form "D" from the dispatcher, who will issue a clearance between two block limits or for an entire branch. The P&W's main line track is in excellent Class III condition, with speeds up to 50 m.p.h. in some sections. This is where advanced shot planing will pay off. The P&W branches are usually Class I and restricted to 10 m.p.h.

The P&W has three talking high/wide detectors located in Jewett City, Thomsonville and Uxbridge. Train movements past them will be announced by the detector and confirmed by the dispatcher.

The P&W is mostly a weekday railroad with the exception of the Sunday Worcester extra. The P&W owns a small passenger car fleet which it uses to run excursion from late summer to mid-December.

Have the Amtrak, Shore Line East commuter service and MBTA schedules with you when following the P&W on the Shore Line. They are very helpful in determining what the cause of any delays might be. The Thames River bridge and the Connecticut River bridge will remain up unless a train is approaching. Also very helpful are the Amtrak detectors located at Warwick (MP 175.3), Groton (Midway, MP 127.3), Old Lyme (Soundview, MP 107.9) and East Haven (MP 79.0); listen for track num-

P&W All-Time Diesel Roster

NUMBER	BUILDER	MODEL	DATE	NOTES
8	GE	45 Ton	1953	Moshassuck Valley, retired
106	GE	65 ton	1943	Moshassuck Valley, retired
161	ALCO	RS3	8/52	D&H 4071, leased 1973-75
162	ALCO	RS3	8/52	D&H 4075, leased 1973-74
163	ALCO	RS3	8/52	D&H 4078, leased 1973-75
164	ALCO	RS3	8/52	D&H 4082, leased 1973-75
165	ALCO	RS3	8/52	D&H 4084, leased 1973-74
1201	EMD	SW7	1/50	NYC 8845, acquired from Conrail 1991
1202	EMD	SW7	2/50	NYC 8851, acquired from Conrail 1991
1701	EMD	GP9	11/57	PRR 7189, acquired from Conrail 1982 To Quaboag transfer 9/84
1702	EMD	GP9	11/57	PRR 7205, acquired from Conrail 1982
1801	GE	U18B	10/76	Bought new
2001-2002	MLW	M420R	2/74	Bought new, Canadian Cabs
2003-2005	MLW	M420R	5/75	Bought new, Canadian Cabs
2006	EMD	GP38-Z	2/80	Bought new
2007-2008	EMD	GP38-Z	11/80	Bought new
2009	EMD	GP38-Z	9/82	Bought new
2010	EMD	GP38	10/69	PC 7794, acquired from Conrail 1/85
2011	EMD	GP38	10/69	PC 7808, acquired from Conrail 1/85
2201	GE	B23-7	3/78	Bought new

Roster compiled by Jim Boyd from numerous sources. Current as of 8/92

KODACHROME, THOMAS L. CARVER

OLD SAYBROOK is a popular place to watch the P&W because of its daytime action, such as here on October 28, 1991, when MLW 2001 on SN-1 was meeting NR-2 down from Plainfield with B23-7 2201. In May 1991 (**below**), southbound NR-2 was rolling past the nuclear submarine *Nautilus* at its Thames River display site in Groton, Conn.

bers and train numbers when the engineer acknowledges the detector. Track 1 (the north track) is for westbounds and Track 2 is for eastbounds. Old Saybrook is an excellent place to catch a meet with an Amtrak passenger train. Common sense dictates that you stay clear of the tracks, especially on the Shore Line where Amtrak speeds can be in excess of 100 m.p.h!

The Future of the P&W

As this is being written, negotiations are under way with Conrail which may have a profound impact of the P&W. Conrail wants to get out of the branch line business in Connecticut and Massachusetts south of the B&A main line, and it is structuring a plan which would have the P&W take over all lines east of Danbury, Connecticut, and the Housatonic Railroad assume the lines west of there. The timetable for the deal is very much up in the air, as it involves many interested parties: customers, government entities and transit agencies. The P&W operations described here should remain essentially stable for the foreseeable future, and the acquisition of new lines should have little impact on operations east of New Haven, with the possible exception of the Old Saybrook job.

Already a very successful regional, the P&W seems to have an unusually bright future.

KODACHROME, JOHN H. ROY, JR.

1608
1608
TP&W

Honey, I Shrunk the Railroad

The Lonely Oregon Eastern

by John E. Shaw, Jr.

Haven't we all done it at one time or another? I know I've said, "I really want to get out and cover that branch line before something happens to it, but I just can't seem to find the time." And then it's gone.

Well, this spring it almost happened to me (again). This time with the Oregon Eastern Railway. Fortunately, rumors of impending last runs on this line forced me to stop procrastinating and follow Nike's advice to "just do it!" And am I ever glad I did.

From a railfan's perspective, this railroad has to have been one of the best kept secrets of recent years. Located in eastern Oregon, far from major population centers, it runs westward for 157 miles from a connection with Union Pacific at Ontario to the communities of Hines and Burns. Scenery through Malheur River Canyon, substantial steel bridges, two wood-lined tunnels and sweeping vistas, together with friendly and helpful operating personnel, made this remote and infrequently operated railroad a delight to explore. The most scenic areas along the miles west of Milepost 27 (Ontario is MP 0), are where operations have now been discontinued.

Yes, sad to say, Oregon Eastern Railway has finally and reluctantly suspended operation west of Milepost 25. Leased Michigan Northern 1608, a former Toledo, Peoria & Western GP7, ran light to Burns on June 23, 1992, gathered up all remaining cars on the west end of the railroad for a "clean up" run east, and tied up for the night. Leaving well before dawn on the 24th in order to beat the heat, engineer Todd Torgesen and trainman Ron Ashworth had a seven car train consisting of two loads from Tecton Laminates, three empty boxcars and two empty bulkhead flats. Closely following the train was Rocky Wensenk in a hi-rail truck, still lettered for the Oregon & Northwestern, bringing out tools and materials used for servicing equipment and track at the Burns end of the line.

The railroad itself is not ceasing operations. Paul Taylor, agent for the road at Hines, could not acknowledge that the round trip on the 23rd and 24th would be the "final" run. But, he was kind enough to call and tell me there were no more trips to Burns scheduled, and if I wanted to cover the line in operation for (perhaps) the last time, I had better get a move on. More about this final run business further on.

A little history

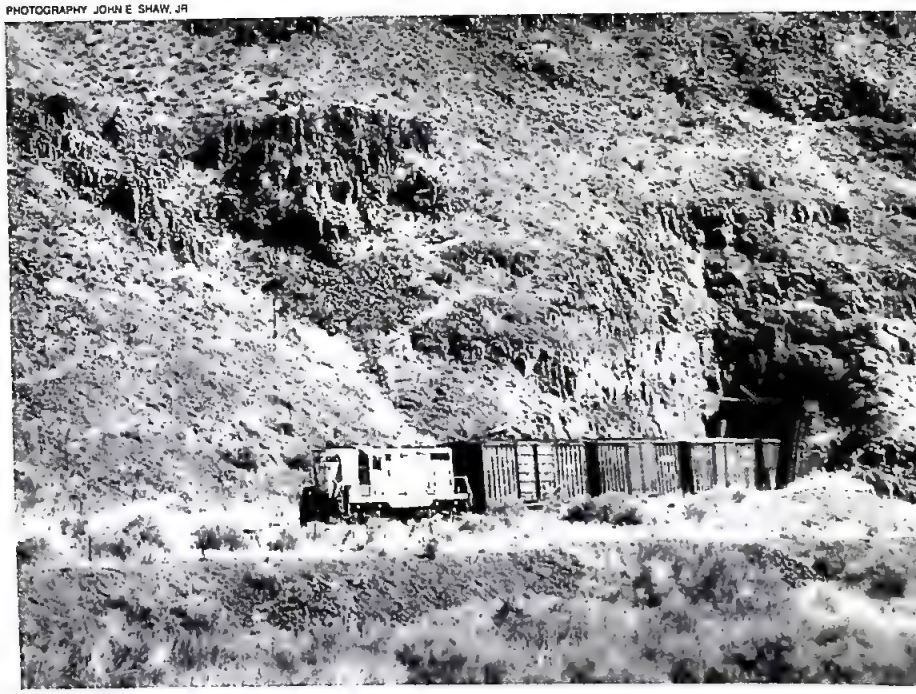
The Oregon Eastern came into being in stages, with construction taking place from Ontario to Vale (MP 15.5) in 1906. Then a 24-mile branch running northwesterly from Vale to Brogan was built in 1910. Both were constructed as portions of the Malheur Valley Railway, under the aegis of the Union Pacific. This was the beginning of an early grand design by E.H. Harriman to construct a "cross-state" railroad to run from Ontario to Coos Bay.

Construction resumed in 1911 with the railroad open to Juntura by 1914 and to Crane by the end of 1916. With the breakup of the Harriman lines, building to Coos Bay no longer appeared attractive to the UP, and further extension of the railroad ground to a halt. Years of litigation with the state of Oregon lay ahead, due to the state's desire to force UP to open up eastern Oregon with rail service. As this issue was not to be resolved in the courts for many years (finally in favor of UP), the branch line to nowhere, seeking increased revenue, changed direction and the final 30 miles into Burns were constructed in 1924.

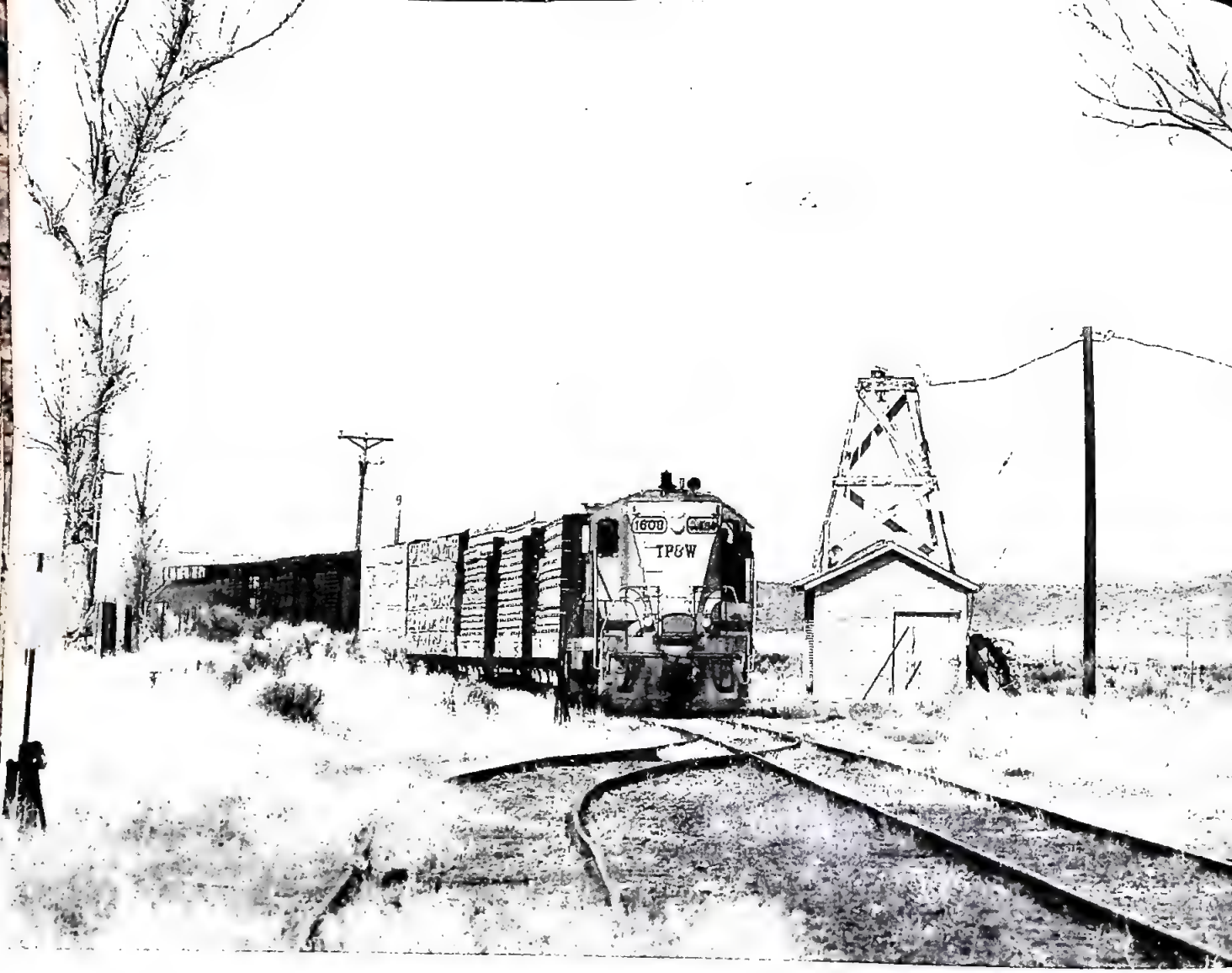
Connection was made at Hines, adjacent to Burns, with the Oregon & Northwestern Railroad, a newly constructed lumber hauling short line. Most of the tonnage hauled on UP's Oregon Eastern Branch was finished lumber off the O&NW and from the E.H. Hines Lumber Company in Hines, although livestock and agricultural products produced their share of seasonal revenue as well.

According to Union Pacific Idaho Division Employee Timetable No. 20, dated June 20, 1955, mixed train service to and from Burns was provided by trains No.459 and No.460, an eight hour trip each way. Steam locomotives, usually 2-8-0s, were standard power on this branch line in the years preceding dieselization. Water facilities for steam locomotives were located at Juntura, Riverside, Venator, Crane and Burns. Wyes were at Ontario, Vale (until removal of the Brogan Branch), Juntura and Burns.

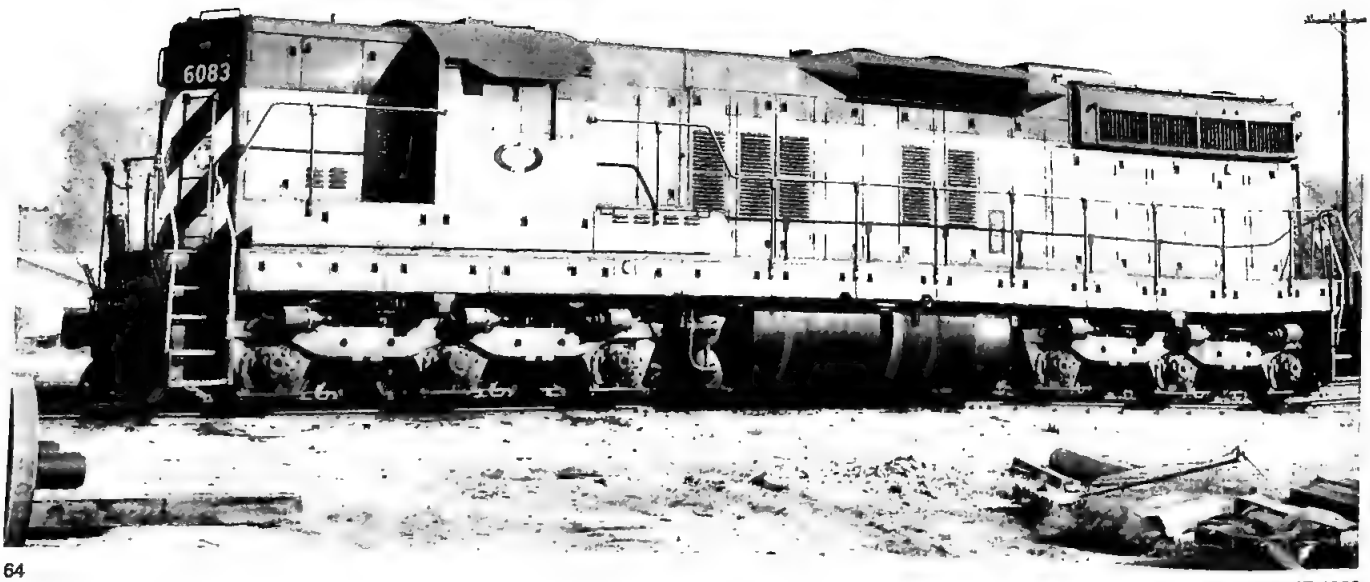
PHOTOGRAPHY JOHN E SHAW, JR



A LONG WAY FROM EAST PEORIA, the former TP&W GP7 103 (wearing its Michigan Northern number 1608) was making a westbound run on the Oregon Eastern on March 31, 1992, and is seen exiting the tunnel between Namorf and Jonesboro, the longest on the line. In an incredible image for a TP&W Geep (**opposite**), the 1608 on that same day poked its nose out of the west portal of short Tunnel 7 east of Juntura.



THE INITIAL POWER for the Oregon Eastern was ex-BN SD7 6083, originally FW&D 853, brought in by the Wyoming-Colorado. Note the "WY-CO" beneath the cab and the Wy-Co "Snowy Range Route" herald on the side. In late 1990, however, it blew its air compressor and has been out of service since then at Vale awaiting repairs. On April 1, 1992, the 1608 (**top**) was approaching the siding at Crane, with a respectable train of eastbound loads. Before the line was extended to Burns in 1924, this had been end of track.



remaining 51 miles of track from Hines to Seneca was torn up. The last of the cars left behind at Burns were later brought out to Crane by truck, reassembled and moved out by UP.

Resurrection

As the intervening years passed, the Oregon Eastern Branch's remaining customers at Burns turned to trucks to move their products. As the lake level slowly dropped, it became apparent that Union Pacific had no interest in rebuilding the flooded trackage. The Oregon Eastern Branch was put up for sale or abandonment.

The Wyoming-Colorado Railroad, operator of several short lines, successfully negotiated a deal to purchase the entire 157-mile branch from UP. With local, state and federal funds supplied to rebuild the flooded trackage to the tune of $3.2 million, the line was restored and returned to operation by February 1, 1990, as the Oregon Eastern Railway.

There were some doubts that there would be sufficient traffic potential to justify the rebuilding of the flooded trackage. Therefore the OE's commitment to the state of Oregon, made when it purchased the branch from UP, was not open ended. It was agreed that Oregon Eastern would provide rail service to Burns for a reasonable, but limited, period of time. Shippers agreed to support this commitment with sufficient traffic to make the railroad a viable operation. Initial projections seemed to assure this would happen. However, the expected carloadings never materialized. Snow Mountain Pine, previously (as E.H. Hines Lumber Company) the line's best customer, had projected 150 to 200 carloads per month. When the line was re-opened, truckers reportedly reduced their rates, substantially reducing the expected traffic base. In the first five months of operation, the average was only 17 cars per month. Initially, trains operated to Burns either weekly or every other week, but with the significantly reduced numbers of cars to be handled, the railroad settled down to running to Burns once every three weeks.

Traffic at the eastern end of the railroad is doing well, and there are no plans to cease operating entirely. The railroad will continue to serve customers from their connection with the UP at Malheur Junction to Vale and as far west as the recently opened Eagle-Picher diatomaceous earth plant at Celatom (approximately MP 24). Operations at the east end currently provide service three times a week.

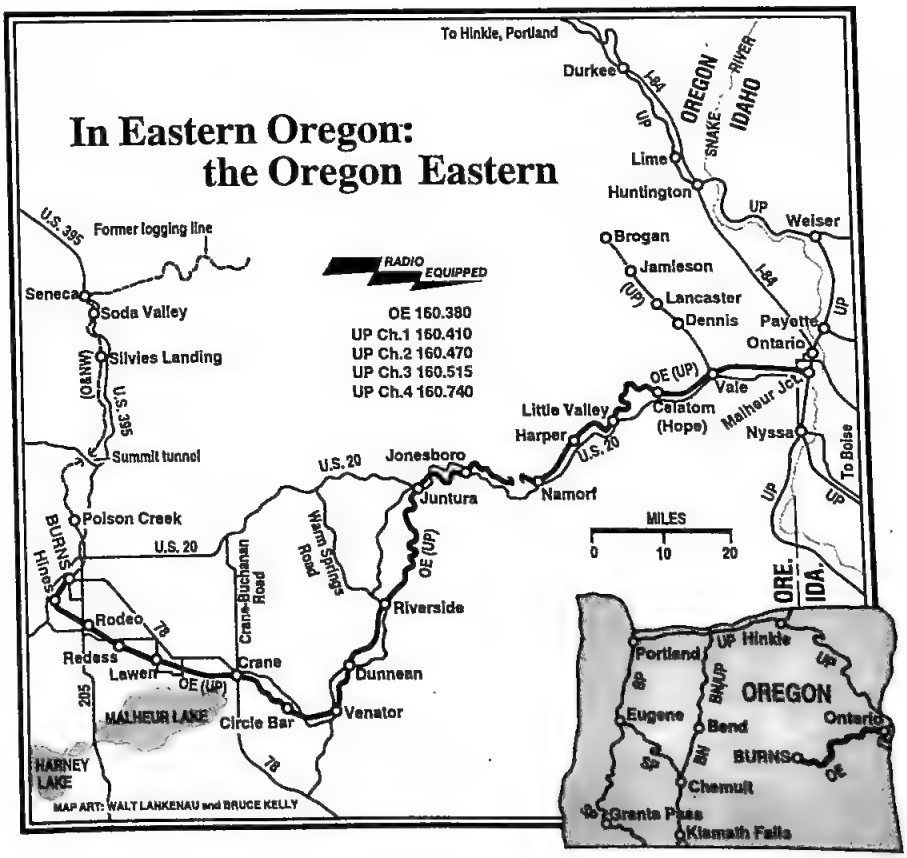
Motive power

At startup, Wyoming-Colorado moved in the 6083, a former Burlington Northern SD7, built as FW&D 853 in 1953. It was sold by the BN to Iowa Railroad in 1983 and was subsequently purchased by Wyoming-Colorado in 1987. Initially it was the sole motive power for the railroad and was based at Burns. A crew working out of Vale cov-

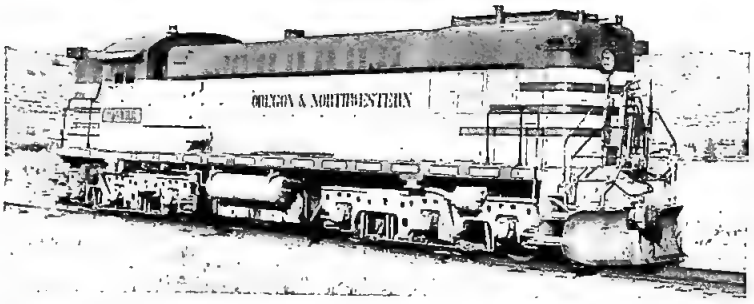
Flooding

Starting in 1982, the water level of Malheur Lake began to rise dramatically due to runoff from a series of wet winters in the surrounding mountains, flooding many ranches in the area between Crane and Burns. By early 1984 it became apparent that the line would soon be inundated. Union Pacific notified shippers that rail service to Burns would be suspended when the water level reached the rails. March 6, 1984, on very short notice, most of the cars remaining west of Crane were picked up by the UP from the O&NW and other shippers. The last train pulled out of Burns, and the line was embargoed on March 8. There were to be no more trains west of Crane for the next seven years.

The closure of the Oregon Eastern Branch also spelled the end of the line for the O&NW. The mill at Seneca, source of most of O&NW's traffic, was closed, dismantled and moved to Hohn Day. The O&NW's four big Baldwin AS616s were stored at Hines, and the



Oregon & Northwestern's Baldwins



BALDWIN AS616 No.2 was stored on the O&NW at Hines on April 1, 1992, awaiting movement over the Oregon Eastern to the Pacific Northwest Chapter NRHS at Portland.

And what about Oregon & Northwestern's entire intact fleet of four Baldwin AS616s that were left without work when the UP shut down and the O&NW quit? When the O&NW was dismantled the locomotives were stored out of sight in one of the large drying sheds at Snow Mountain Pine's lumber mill in Hines. Although they were available for sale, there was little or no demand in the late 1980s for early 1950s locomotive technology, especially from out-of-business Baldwin. And dismantling them for hauling by truck to the nearest railhead certainly was not an attractive proposition for any prospective buyer.

Eventually, after the Oregon Eastern line to Burns reopened, they were moved outside to the last remaining piece of original O&NW trackage, providing a fine setting for roster shots on home territory for the few enthusiasts who ventured to Hines. Fortunately, their historic value was recognized and all were finally donated or sold at scrap prices to museums for preservation.

Number 1 was built in 1953 as Baldwin demonstrator 1601 to show off new design features in a revised AS616 and subsequently sold to the O&NW in 1955. Number 1 left Hines early in 1991 destined for the Pacific Southwest Railroad Museum at Campo, California. Numbers 3 and 4, both former SP locomotives (ex-5274 and ex-5253 respectively), went to the Feather River Rail Society at Portola in mid-1991. The last locomotive to leave the property was Number 2, former SP 5239, which was donated to the Pacific Northwest Chapter NRHS at Portland.

The inoperable Number 2 was moved out in May 1992 on its own wheels, on one of the last remaining OE trips out of Burns. Turned over to the UP, it went to Morrison-Knudsen at Boise, where it was loaded on heavy duty flatcars, the trucks on one, the carbody on the other. It arrived via UP in Portland by June 23, where it sits awaiting unloading and reassembly — JOHN E. SHAW.

ered the east end of the line with a leased UP SD40-2. Service to Burns was every week or two, with a turn out of Hines using the 6083 meeting a turn out of Vale and exchanging cars. Late in 1990 the 6083 developed serious health problems (air compressor) at Burns, resulting in leasing another UP locomotive to rescue it and its train. The 6083 was en route to Vale for repairs, dead in train, when the leased UP locomotive also failed. When things got moving again, the 6083 was set out at Juntura. It remained there throughout 1991. Early in 1992 it was finally moved to Vale.

The GP7 1608, previously leased by Wy-Co from Michigan Northern to work out of Laramie on the former UP Coalmont Branch, was brought west to fill in for the ailing 6083. This locomotive was originally TP&W 103, built in 1952, and sold to the Michigan Northern in late 1983. Mechanically sound but ratty in appearance, it is still in its faded TP&W paint scheme and lettering with a small "MIGN" and an even smaller "WYO-CO" logo on the cab, just to further confuse the unwary.

The 1608 is today the only active locomotive on the line. The 6083 sits out of service at Vale. Parts are on order to restore the 6083 to operating condition, and it is expected the 1608 will eventually be moved elsewhere.

The future

The railroad acknowledges that train service has been abolished on the remaining 132 miles from Milepost 25 to Burns. Paul Taylor advised me that a track bulletin was issued July 1, 1992, taking all trackage out of service beyond Milepost 25. Further, the company office in Hines was close in July and moved to Vale. But the railroad emphatically will *not* confirm that the "final" run has been made. Considering the

large amount of local, state and federal funds expended just three years ago to put the railroad back into operation, there is understandable reluctance to completely throw in the towel. If sufficient loads were to materialize in the near future, common sense would dictate an effort to go after the business. Political pressure is probably playing a part in this, also.

Perhaps the real value in the now-closed mileage is in the rail itself. Most of the railroad west of Milepost 27 is laid with good 131-pound relay rail from UP main lines. This would be expected to command a premium price in the second hand market. Reportedly, scrappers have already surveyed the line.

It is conceivable we may be witnessing a high-stakes poker game involving shippers, truckers and the railroad. The fact remains that the railroad's service commitment was met as of mid-March. The railroad can scrap out the line if it wishes and, presumably, recover a fair portion of its investment.

So, although all indications are that much of the Oregon Eastern show may be over, only time will tell. As they say, "It ain't over till the fat lady sings." ⊂

Sources

My thanks to Paul Taylor for his patience and his timely phone calls and to the other Wyoming-Colorado employees on the Oregon Eastern for helping to provide answers to my many questions. Thanks, too, to Wayne Monger for tipping me off to several good photo locations I would never have found by myself. Other background source material was found in back issues of RAILFAN & RAILROAD, CTC Board and four books; Ehernberger & Gschwind's "Smoke Down The Canyons," Jeff Asay's "Union Pacific Northwest," Robert Del Grosso's "1980-1991 Burlington Northern Annual" and Joe McMillan's "Santa Fe Motive Power" — JOHN E. SHAW.

WIDE OPEN SPACES surrounded the 1608 on March 31, 1992, as it was westbound with eleven cars approaching Jonesboro Siding. The next day it was heading back east with nine cars (**opposite bottom**) as it crossed the Malheur River just east of Riverside.

When Bill Clinton Campaigned

Whistle-stopping through Arkansas in 1990 **by James P. Bell**

Democratic presidential nominee Bill Clinton and his running mate Al Gore took their 1992 campaign for the White House into the heart of the Northeast immediately after the Democratic National Convention in New York in July. They traveled by chartered bus and plan more such trips by private motor coach across America.

However, Bill Clinton once made a trip through Arkansas by rail, campaigning for re-election as governor from the rear platform of an observation car. Join us for a look back at October 4, 1990:

"I tried to find a book of Harry Truman's train speeches, but couldn't, so I'll have to use my imagination," said Arkansas Governor Bill Clinton from the rear platform of heavyweight business car *Traveler*.

Television crews finished their "stand-ups," and still photographers jockeyed for position as chimed air horns sounded twice and the campaign train eased out of downtown Fort Smith, Arkansas. The bright fall morning held promise for a unique day of old-fashioned campaigning in the Ozarks. Democrat Bill Clinton was taking his hopes for re-election as governor into the heart of Republican country in the western part of his state.

Running along the southern banks of the Arkansas River, the stainless steel streamliner was pulled by immaculate burgundy Alco C420s of the Arkansas & Missouri Railroad. The train, composed primarily of leased equipment from the Cotton Belt Historical Society, was brought to an elegant ending by the business car belonging to A&M President Tony Hannold. The *Traveler* carried Clinton's guests and staff. The rest of the passenger train was packed with Democratic faithful from throughout the state.

After crossing the drawbridge over the Arkansas River, the train arrived at the restored Frisco depot in Van Buren, Fort Smith's sister city to the north. The red brick depot is situated at the end of Main Street on the first terrace up from the river. Serving now as local Chamber of Commerce offices, the station anchors a street of renovated Victorian buildings housing antique shops, art galleries and restaurants.

Clinton was in his natural element. Off the train and into the waiting crowd of 200 supporters, he seemed a stranger to no one. Clinton greeted friends, shook hands and hugged necks. Strains of "Happy Days are Here Again" provided by a jazz ensemble from the local junior college filled the air.

With his wife, Hillary, beside him, Clinton spoke over a portable public address system from the rear platform of the business car. The politician with rolled-up shirt sleeves; the red, white and blue bunting on the observation car and the crowd at the depot all combined to recreate a scene from America's past.

After a ten minute speech, the governor and his guests were back on the train and headed north toward

PHOTOGRAPHY JAMES P. BELL

by Train

GOVERNOR BILL CLINTON campaigned for re-election aboard an A&M train on October 4, 1990. After leaving Fort Smith (**right**), Clinton spoke from the platform at Chester (**opposite**) and "worked" the crowd at Fayetteville (**above**).

Rogers. A group of Van Buren elementary students had gathered at a grade crossing near their school, and Clinton, on the observation platform, could be heard over the PA system saying hello to the children as the train passed by at 20 m.p.h. His hoarse voice trailed off in the distance telling the youngsters to "study hard."

Once out of the Van Buren yard limit, the campaign special picked up speed and began the northbound climb over the former Frisco line. As the streamliner rumbled across stone and timber trestles, passengers caught glimpses of limestone bluffs along Clear Creek. Reds and yellows of deciduous trees and the blue of a cloudless sky were reflected from the surface of the Ozark stream. Apple orchards lined the railroad at one location. A farmer in a nearby hayfield, cutting one last crop before winter, paused on his tractor to wave at the passing train.

Chester was the next stop. The crowd here was smaller than at Van Buren but no less enthusiastic. During the steam era, this small logging community had been the location of a turntable and locomotive servicing facility. Helper engines at Chester once provided a push up the 2% grade to the highest point on the railroad, the half-mile-long Winslow tunnel.

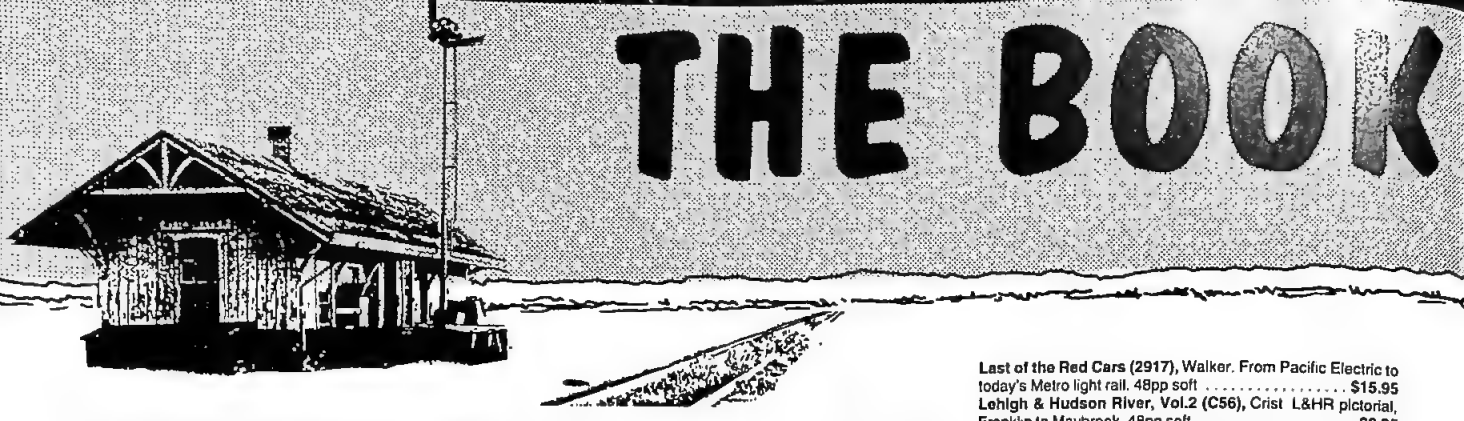
North of the tunnel, the train drifted down track along the West Fork of the White River. Aboard the campaign special, the party was in full swing. Clinton played his now-renowned saxophone to the delight of his friends. Reporters who had ridden the train were finishing their stories and would soon be leaving to file late afternoon reports. Pulling into the mission-style stucco depot at Fayetteville, the train was met by a different mix of people. Fayetteville is home to the University of Arkansas. The former Frisco depot, vacant, but now owned by a local bank, is near the campus on Dickson Street. The crowd had changed from farmers in overalls to students with backpacks and mountain bikes. Several university teachers and other city professionals wandered down to the station platform for the excitement of a political rally. Again Clinton worked the crowd. The governor laughed as one of his former professors recalled a funny story from Clinton's student days at the University.

The final stop for Clinton and his entourage was at Rogers, where they left the train after one last speech. The rest of the passengers made the return to Fort Smith on the A&M in a non-stop dash home. There were some exhausted train riders that evening, but a day out of a Norman Rockwell painting does extract a price.

Bill Clinton won the gubernatorial election in November 1990. He wrote Tony Hannold a letter thanking him for "my finest day of campaigning."

As I have watched Clinton race back and forth across the U.S. during the past few months, encased in the aluminum tubes of jet aircraft at 30,000 feet and facing the press of larger, sometimes critical crowds, I've wondered, "Does presidential candidate Bill Clinton still look back on that bright day in October 1990 along an Ozark short line as one of his finest?"

Will he return to the rails for the "big" race. Or will he heed George Bush's admonition to "take the bus — and leave the driving to us!"



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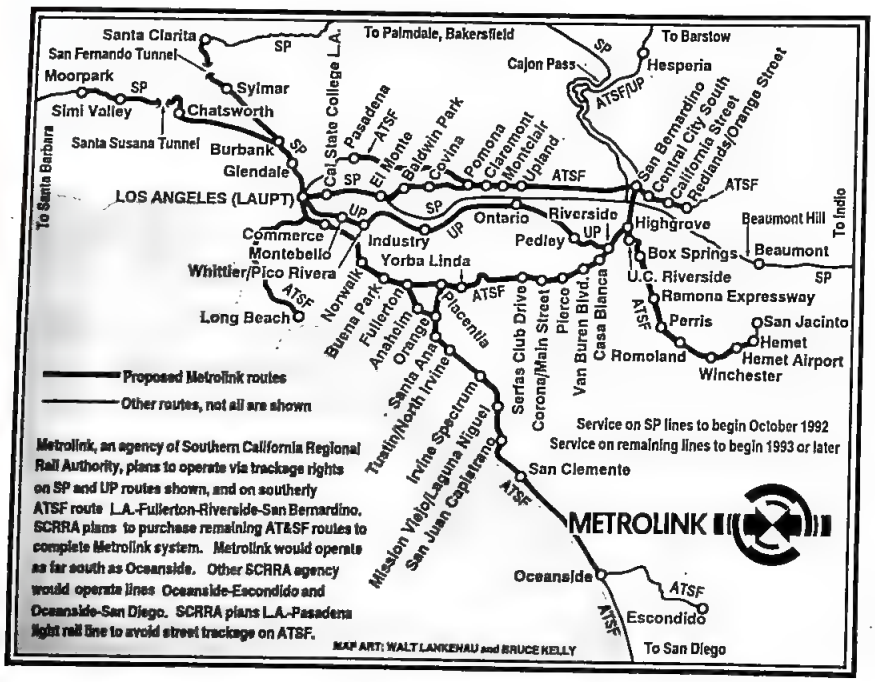
Metrolink: Commuter Service

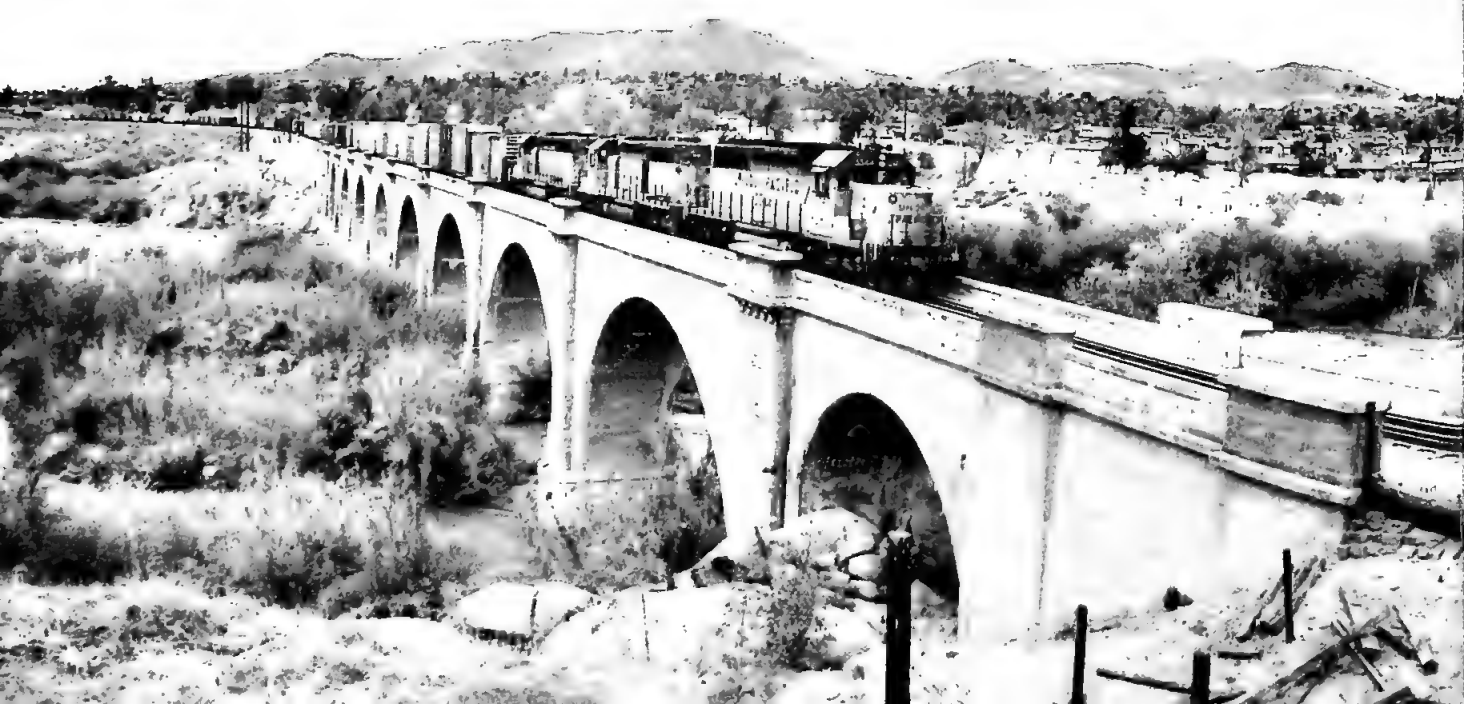
In October 1992 a new dimension will be added to the already-diverse rail scene in Southern California with the creation of "Metrolink," the new commuter rail system designed to meet the needs of a congestion-weary Los Angeles Basin.. As of mid-summer 1992 the multi-million dollar system, approved by California voters in 1990, was still on schedule for a projected October 26 start-up. But for drivers who have endured the notorious congestion of the Los Angeles and Orange County areas for years, the "periwinkle-blue" and white trains can't come a minute too soon.

Of course, Metrolink is only one piece of the entire public transportation puzzle envisioned for Southern California. The commuter rail system is designed to neatly interact with several other facets of California's "multi-modal" transit scheme. These including the "Blue Line," the pioneering (for the 1990s) light-rail system between Los Angeles and Long Beach, which has exceeded all ridership projections since its start-up in 1990; the "Red Line," L.A.'s new subway system, planned to run from downtown to Beverly Hills and North Hollywood; and the "Green Line," a future light-rail line from Norwalk to the El Segundo-LAX airport area. In all, the total "Metro" system will encompass more than 400 miles of rail-commuting trackage.

But for both long-haul commuters and railfans, Metrolink will be a very visible and extensive newcomer to the area, as L.A. rejoins the list of major cities that currently boast long-distance commuter rail systems. Dressed in periwinkle-blue and white (as described by Metrolink officials), the line's rolling stock will consist of 17 new F59PHs from General Motors and 70 bilevel, 145-seat commuting coaches built by Bombardier Inc. Similar in design to Canadian GO Transit's equipment, the cars received considerable input during a tour of a single GO Transit coach throughout Southern California in early 1992, which stopped at various cities for display and inspection by area officials and the public.

In early April 1992 the first Metrolink bilevel arrived in Los Angeles and was immediately placed on display at L.A. Union Passenger Terminal for both transit officials and the media; in addition, the F59s have also begun to arrive,





BLACK & WHITE PHOTOGRAPHY: BRUCE KELLY

for Los Angeles

by Elrond G. Lawrence

with the first units entering Southern California in June.

The arrival of the new GM power bumped from service an interesting locomotive that had been used during April and June: former Chicago Metra E8A 519, now owned by Pacific Rail Industries in Colton, Cal., and leased to Metrolink for switching the new double decker cars. In a classy touch, the cab unit was even painted for the occasion (October '92 R&R, page 82) in a stylish blue and silver livery, complete with red pinstriping!

As for the rail system itself, Metrolink will initially begin with three main routes, all using Southern Pacific lines that have since been rebuilt and/or upgraded to handle the new trains. Included in the October start-up schedule are:

Los Angeles to Pomona. The former Pacific Electric "San Bernardino Line" will extend east out of downtown L.A., running through the communities of Baldwin Park and Covina and terminating — for now — in the city of Pomona, at the eastern edge of Los Angeles County. The line will eventually become a 60-mile route between L.A. and San Bernardino, which along with nearby Riverside makes up a rapidly-growing region known by locals as the "Inland Empire."

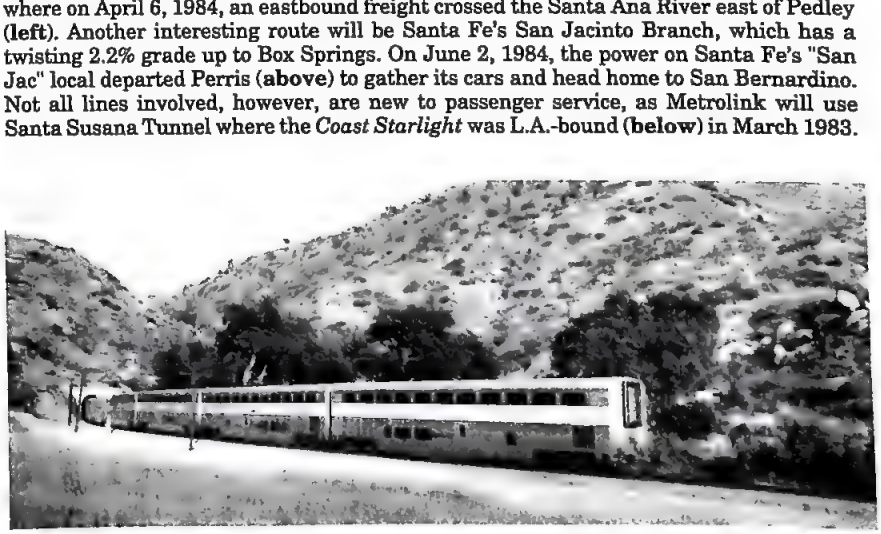
L.A. to Moorpark. This Metrolink line will run north out of LAUPT on SP's main line through the cities of Glendale and Burbank and then west through Van Nuys, Chatsworth and Simi Valley into the city of Moorpark, located in eastern Ventura County.

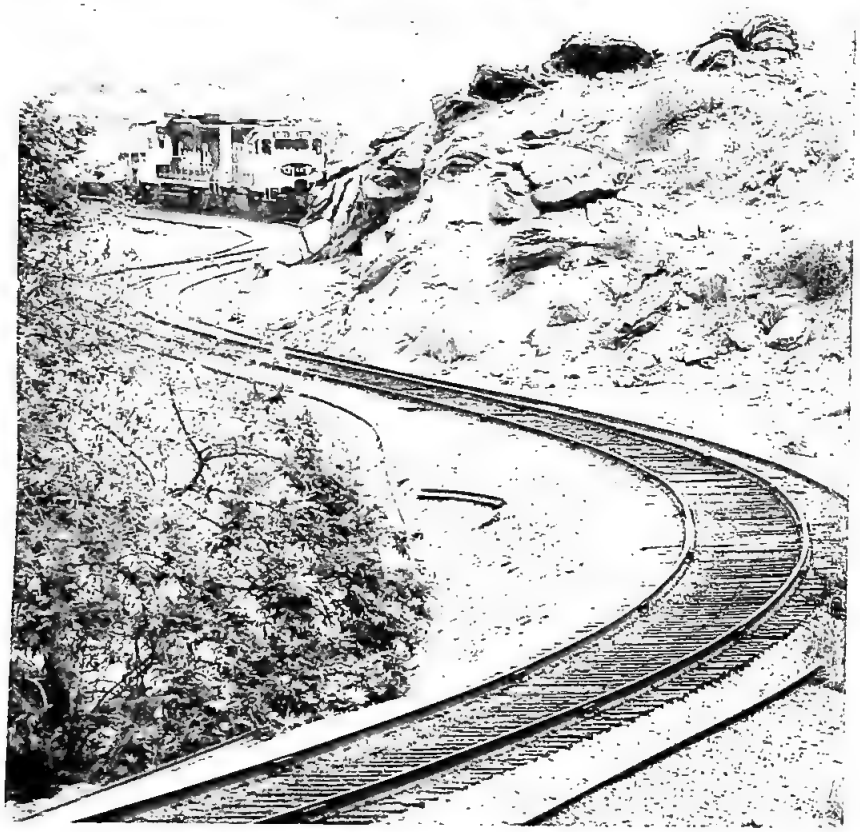
L.A. to Santa Clarita. The final segment will also run over SP's main line between L.A. and Burbank, but at Burbank Junction it will head onto SP's Saugus Line, carrying commuters through the "valley" communities of Sylmar and San Fernando and on into the Santa Clarita area.

All three lines will be based out of Los Angeles Union Passenger Terminal, which will serve as the operating hub of Metrolink, and trains will operate in typical "push-pull" mode. Train schedules will allow speeds of up to 80 m.p.h. but with restrictions of 40 m.p.h. through residential areas. In addition, all Metrolink equipment will be maintained at a new facility located at the site of Southern Pacific's former Taylor Yard complex. Currently, all equipment is being stored at the former SP Midway Yard north of LAUPT.

The entire operation will be governed by the Southern California Regional Rail Authority (SCRRA), which consists

METROLINK OPERATIONS will bring passenger trains to routes that currently see only freight service. One such route is the UP main line between L.A. and Riverside, where on April 6, 1984, an eastbound freight crossed the Santa Ana River east of Pedley (**left**). Another interesting route will be Santa Fe's San Jacinto Branch, which has a twisting 2.2% grade up to Box Springs. On June 2, 1984, the power on Santa Fe's "San Jac" local departed Perris (**above**) to gather its cars and head home to San Bernardino. Not all lines involved, however, are new to passenger service, as Metrolink will use Santa Susana Tunnel where the *Coast Starlight* was L.A.-bound (**below**) in March 1983.





BOX SPRINGS GRADE on Santa Fe's Hemet line will be a tough climb for Metrolink trains. On June 6, 1984, the Perris-bound San Jacinto Local led hoppers up the 2.2% hill (**above**). Two days later, the local ran as a caboose-hop (**below**) up the serpentine grade.

of an eleven-member board with representatives from Los Angeles, Orange, San Bernardino, Riverside and Ventura Counties. It's all being funded by state rail bond measures 108 and 116, approved by voters in 1990, as well as county sales tax proceeds. As a result, it's probably no small accident that the new service will debut so close to Election Day '92, as a not-so-subtle reminder of California's tax dollars at work.

Future Metrolink plans include the opening of a route between LAUPT and Riverside over Union Pacific rails in spring 1993, running on the former Los Angeles & Salt Lake main line. Then, the L.A.-San Bernardino line is also expected to become a reality, following some heavily-publicized sparring with Santa Fe Railway over an agreement for the use of AT&SF's Pasadena Subdivision between Claremont (just east of Pomona) and San Bernardino. Metrolink then plans to introduce service to Orange County in fall 1993, using Santa Fe trackage via Fullerton and Anaheim. The service will replace the current Orange County commuter train (using Amtrak *San Diegan* equipment) now operated by the Orange County Transportation Authority. Additional plans will see commuter rail lines extending into the San Bernardino County city of Redlands and the River-

EKTACHROME: GEORGE COCKLE

side County city of Hemet, each of which are home to large commuter populations.

For now, though, the long-awaited debut of Metrolink is at hand. SCRRA ran its first promotional train of new equipment in June (September '92 R&R) and is gearing up for the October start-up date, when the *true* test of Metrolink will come: to lure Californians away from their love affair with the automobile. But with statistics documenting literally *billions* of drivetime hours wasted each year by California drivers, the SCRRA is betting that Metrolink will easily pass that test — with flying periwinkle-blue and white colors.

KODACHROME: DON R. FLYNN

KODACHROME: GLENN STOCKI

THREE METROLINK units were en route westward at Kansas City (**above**) on July 19. The 851 was filming a commercial near Chatsworth (**right**) on July 9. The 852 was on the SP's Saugus line (**below**) on July 28 for ground-breaking ceremonies at the site of Metrolink's future Santa Clarita station.

KODACHROME: KEITH ARDINGER

San Jose '92: Steam,

The 1992 NRHS National Convention

The National Railway Historical Society took its annual convention to the West Coast for the first time in 14 years in July 1992, and the show put on by the host Central Coast Chapter lived up to even the grandest expectations. Four main line steam trips operated from the headquarters city of San Jose, California, to Bay Area destinations.

Incidentally, are you wondering, "Why San Jose?" You might be surprised to learn that San Jose is the largest city in the Bay Area, with a population of 782,000 to San Francisco's 724,000.

Three major steam locomotives were

TWO KODACHROMES: JOHN TULLY

featured on the convention trips (Union Pacific 4-6-6-4 3985, ex-Southern Pacific 4-8-4 4449 and ex-SP 4-6-2 2472) with each one operating two days each in various combinations. This marked the fourth consecutive year that at least three main line steam locomotives were featured at a convention; and interestingly, not one of the three had ever appeared at an NRHS national convention before. It also marked the fifth time in six years that an articulated was present.

As with all recent conventions, there was a pre-registration option available to NRHS members, giving them first shot at ordering excursion tickets. It paid off for those taking advantage of the option, as some events sold out quickly, and many who had pre-registered had their tickets in their hands before the mass mailing was received by the general membership and the public.

Speed and Sunshine!

by Steve Barry

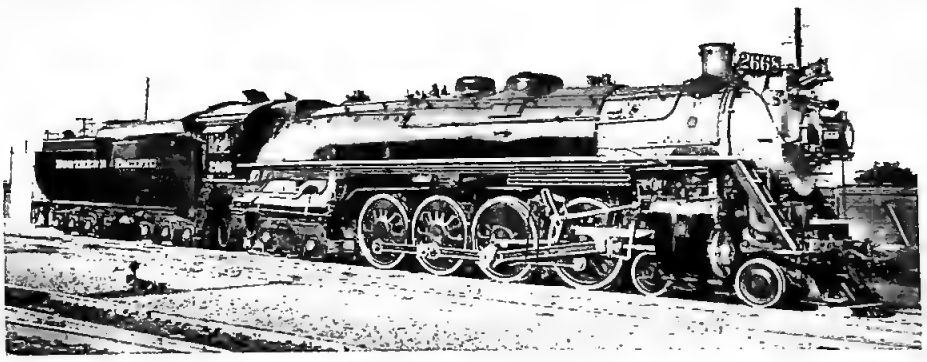
The Ways to San Jose

Although the official convention activities did not start at San Jose until Wednesday, July 22, there were ferry runs on both the UP and SP that stretched the "greater San Jose convention" to a time span of over three weeks of main line steam action! The UP kicked it off on Saturday, July 11, with 4-6-6-4 3985 departing Cheyenne on the "*Pacific Limited*" passenger-carrying excursion sponsored by the group of the same name made up of the Central Coast and Promontory Chapters NRHS, the Feather River Rail Society and the UP Historical & Technical Society. The 17-car UP train (including three domes and the office car *Cheyenne*, plus two water canteens) ran to Rock Springs, Wyoming, the first day and continued to Salt Lake City on July 12. After a Monday layover, the train moved west over the former Western Pacific to Elko on Tuesday, Winnemucca on Wednesday and Portola on Thursday. On each day, three photo runbys were scheduled, though miserable weather caused cancellation of the runbys on Sunday, the 12th — that bad weather was a real rarity during the entire span of convention, which was otherwise characterized by delightfully warm and sunny weather. Following another one-day layover, the Challenger made its long-awaited move down through Feather River Canyon on Saturday, July 18. The traffic gridlock created by the three-mile-long motorcade of the 1991 double-header to the Sacramento Railfair scared off many potential train chasers, and the 1992 motorcade was much more manageable.

On Sunday, July 19, the train continued into San Jose, becoming the first to arrive for the convention. Incidentally, this was the first steam engine to operate over the line west of Stockton since the demise of WP steam itself. Because of weight restrictions on two bridges in San Jose, the 3985 was cut off the train and left at the yard in Milpitas while an ex-WP GP35 carried the passenger train the remaining six miles into William Street Yard in San Jose where it terminated.

As the 3985 was leaving Portola and heading for the Feather River Canyon on Saturday, *Daylight* 4449 was departing Portland, Oregon, on its own passenger-carrying excursion down the Southern Pacific's Shasta Route with a perfectly matched ten-car train spon-

KENNETH G. JOHNSEN



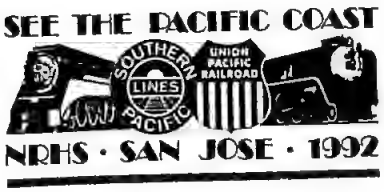
AN UNEXPECTED ATTRACTION "participated" in the Convention activities when SP&S 4-8-4 700, disguised as Northern Pacific 2668, met the San Jose bound SP 4449 at Brooklyn Yard in Portland, Ore., on July 18. The next day, the 4449 passed Castle Crags (**opposite bottom**) below Dunsmuir. Union Pacific 4-6-6-4 3985 was cresting Altamont Pass westbound (**opposite center**) with its Stockton excursion on July 22.

sored by the Friends of the 4449 and the Northwest Rail Museum. Another live 4-8-4 became an unexpected part of the convention on Saturday morning as the departing *Daylight* train had a meet at Portland's Brooklyn Yard with Northern Pacific A3 2668.

Northern Pacific 4-8-4 2668?

That's right. In reality, it was SP&S 700, which had been temporarily reletered NP 2668 for the NP Historical Society Convention which was being held in Portland that weekend. Black magnetic material covered the SP&S lettering, and more magnetic material provided the NP identity. It was a very effective job. The SP&S 700 had been built by Baldwin in 1938 as an add-on to the NP order for eight Class A3 4-8-4s (2660-2667). Had the 700 been delivered as an NP engine, it would have carried number 2668.

Continuing southward, the 4449 put on its usual spectacular performance, steaming over the Cascades to Klamath Falls by Saturday night, past Mount Shasta and through the Sacramento River Canyon to Sacramento by Sunday night and on into San Jose by Monday afternoon. The SP train operated into the San Jose passenger station used by the Peninsula commute service, now operated by Amtrak for the Joint Powers Board of the on-line counties — and the Amtrak superintendent of commute operations in San Jose is none other than author/photographer George Forero, Jr., (May '92 R&R) who recently moved in from Boston, where he had been working with the MBTA commuter operations for Amtrak. After unloading its passengers, the 4449 and train were then taken to Newhall Yard in nearby Santa Clara for storage and servicing.



Day One: Altamont and Stockton

The first "official" trip of the 1992 convention was the *Altamont Pass Limited* with the 3985 and UP train from San Jose over the WP's famous Altamont Pass to Stockton — the same route over which it had arrived three days earlier (before the convention was over, the 3985 would have traversed Altamont twice in each direction). While the WP had seven 4-6-6-4s itself, nearly

identical to the UP's original "Fetters" Challengers, they were coal burners and were kept east of Elko, so a 4-6-6-4 on Altamont was rare even in the steam days.

The *Altamont Pass Limited* originated in UP's William Street Yard in San Jose with a slow trip north. Former-WP GP35 788 led the train over mostly 20-m.p.h. trackage for the first six miles to Milpitas, where the 3985 was put on the head end. Milpitas had achieved fame in the railfan world when the Ford assembly plant located there became the daily destination for Western Pacific's last four F-units. Today the Ford plant sits empty, awaiting possible conversion into a shopping mall.

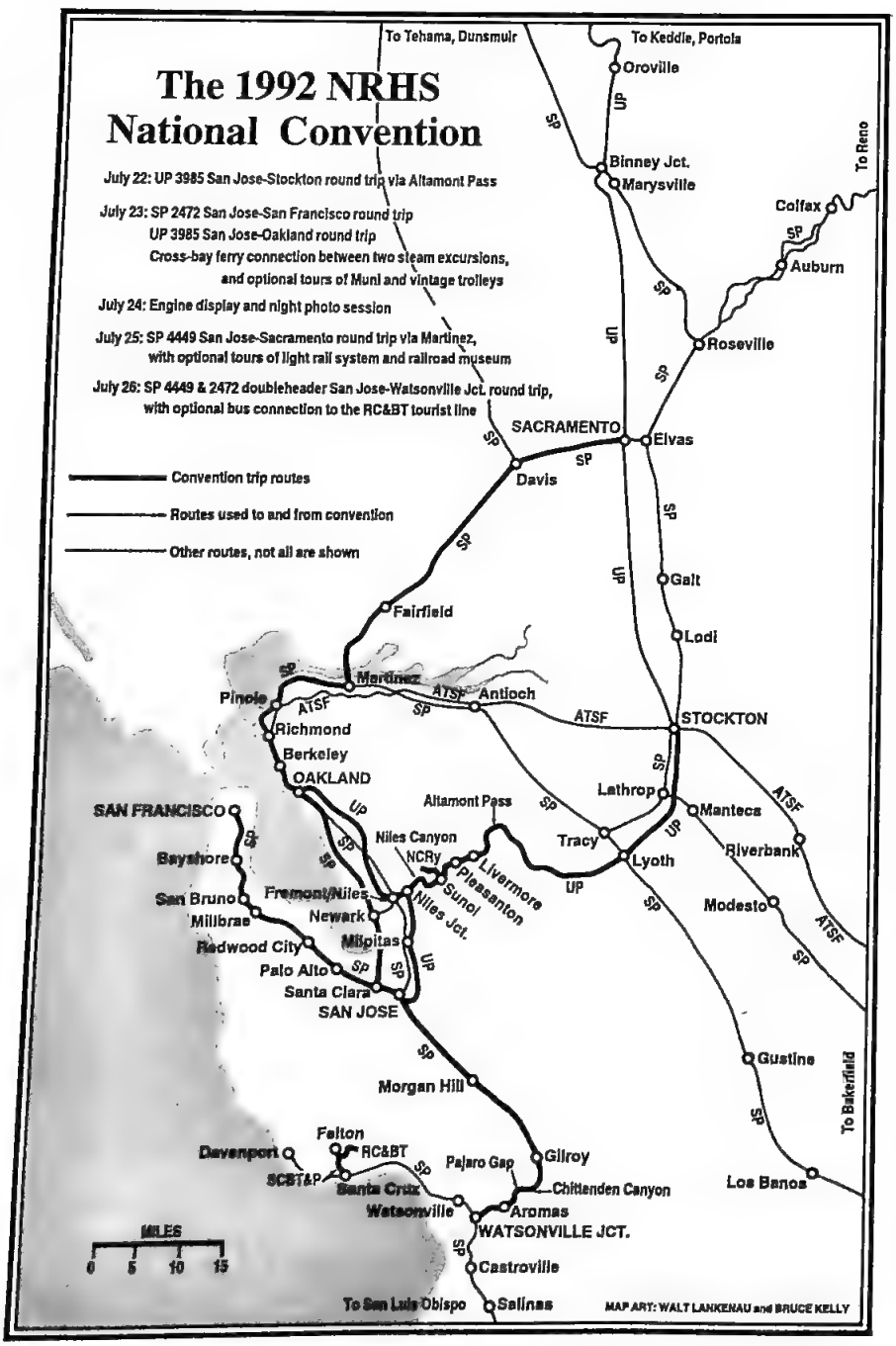
The trip continued north to Niles Junction, site of the late, great Niles Tower, where the trip swung east onto UP's Canyon River Subdivision and the speed picked up as the train entered Niles Canyon. After passing through the towns of Pleasanton and Livermore and crossing Greenville bridge, 3985 attacked the 0.8 percent grade to the top of Altamont Pass. Just beyond the summit the first of two photo runbys was staged.

Photo runbys were the single biggest aspect of the convention where the folks of the Central Coast Chapter stood above most other organizers. Lighting and crowd control are the two key elements to a successful photo runby, and at each location great care was taken to move everyone back into photo lines to provide people-free pictures. To achieve this, the Chapter relied on a ground crew that politely got the paying passengers in line, and any chasers that "crashed" the runby locations were either moved back into the photo line or asked to relocate to be out of sight. On more than one occasion during the convention, the "red shirts" went scampering up hills and down valleys to clear the scene of stray people. Their efforts were very much appreciated and yielded great photographic results for the paying passengers.

Some railroads make token attempts at photo runbys. Other operators have fairly decent runbys. Union Pacific puts on miniature dramas. Under the guidance of engineer Steve Lee, 3985 marched past the photo lines four times on the eastward move to Stockton at locations that were spectacular. The largest "windmill farm" in the world is located on Altamont Pass, and the sight of a steam locomotive passing those modern long-bladed wind turbines made for some very unusual photos.

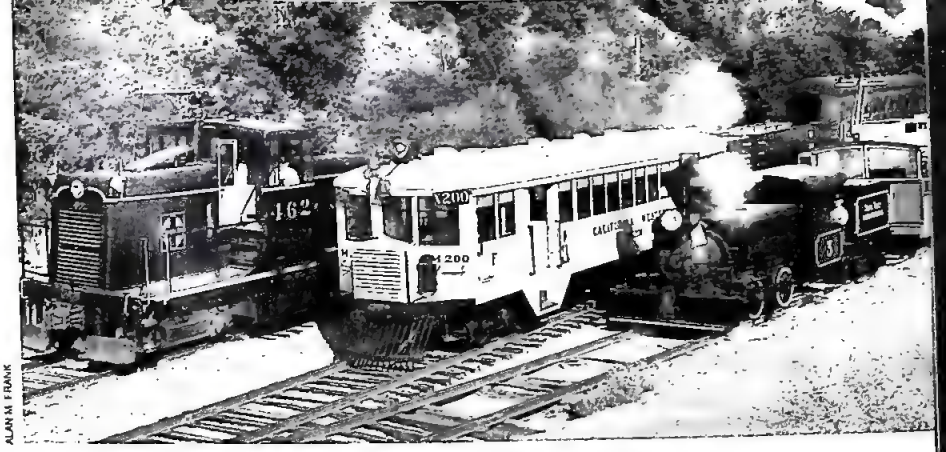
Following the runbys, the excursion featured some fast running east of Tracy into Stockton. Once the passengers had disembarked for lunch near the famous Stockton Tower, the train was backed into the yard for servicing. The riders were treated to some train watching during the stop as UP, SP, Santa Fe and Amtrak all sent trains through the multiple diamonds near the tower. Despite a slowly served meal (to quote Chapter management afterwards, "the caterer said he could feed 500 people, but he didn't understand that we meant 500 people all at once!"), everyone had a chance to finish lunch before the excursion train returned for boarding. Servicing at Stockton was delayed somewhat when the 3985, which fit onto the turntable okay lengthwise, turned out to be a bit too heavy and stalled the motor part way around. A bucket loader shoving on the tender knuckle provided a sideways push to get the table rotating again.

With a departure from Stockton that was over an hour late, topped by a delay for an SP freight crossing at Lathrop, we felt that if one photo runby was held on the return trip we would be lucky — and two would be almost too much to ask for. Well, Steve Lee put on three photo runbys back at Altamont Pass, and two of those were doubles! The delayed departure had put the train on the pass in stunning late-afternoon light, and Steve was determined to take full advantage of it. Geographically speaking, the runbys were held quite close together, but the scenes were quite different, ranging from ground-level shots to overviews from hillsides, all featuring the omnipresent windmills. It seemed like UP had taken one of their famous Sherman Hill photo spectaculars and trans-



planted it a thousand miles to the west.

The old axiom that "late trains get later" was certainly the rule of the day. With the photographers on board grinning from ear to ear, the time was at hand to get back to San Jose. A time-consuming move at Niles Junction occurred when the Challenger had to cut off the train and go a couple miles to Fremont to pick up the diesel that would be needed south of Milpitas. Then, with the diesel (ex-WP GP35 788 again) leading from the junction, 3985 had to be turned and tacked onto the back of the train. By this time the crew was on the law, so a freight crew was summoned to run the train down the slow branch line. The stop at Milpitas ate more time, but finally the train arrived at William Street Yard well past dark. It was a long day, but with nine photo runbys at five different locations, there was no question that the day was worthwhile!



ALAN M. FRANK

THE NILES CANYON RAILWAY hosted a Convention bus tour on Friday, July 24, and operated Santa Fe GE 44-tonner 462, California Western "Skunk" 200 and Steptoe Valley 0-4-0T&T No.3. On Sunday, July 26, the 0-4-0T&T was "literally flying" as it "raced" UP's giant 3985 up their parallel canyon trackage -- but nobody got pictures!

Day Two: San Francisco

The second day of the convention was unusual because two main line steam trips operated on parallel routes simultaneously. Challenger 3985 powered a trip from San Jose to Oakland on the UP, while across the bay the SP 4-6-2 2472 led a train to San Francisco on the Peninsula commute line. Passengers had the opportunity to ride both trains, as a connecting ferryboat across the bay made the excursion a bi-modal circle trip. Passengers riding to Oakland on the UP crossed the bay and returned on the SP train from San Francisco, while the SP passengers returned on the UP train.

Southern Pacific 2472, a Baldwin product of 1921, was the oldest and youngest of the three featured steam locomotives at the convention — oldest because at 71 years of age it had 20 years on 4449 and 22 years on 3985; youngest because it was the most recently restored of the three. It was only last year that 2472 made a somewhat surprising return to steam, just in time to attend Railfair in Sacramento (August '91 R&R). It had been donated to San Mateo County by SP for display in 1959 and had been under restoration since 1976 by the "Project 2472" group of former *American Freedom Train* volunteers under the leadership of Mike Mangini, who have since reorganized as the Golden Gate Railroad Museum.

On this second day of the convention, 2472 was back on its old home rails, the commute route between San Francisco and San Jose where it had spent most of the latter years of its working life. The line itself, now operated by Amtrak for the counties, boasts quite a few historic structures still standing. At Santa Clara is the oldest station remaining in California, dating from 1863. Next to the station is one of the last three remaining interlocking towers on the line. Another tower is in College Park, with the third in San Francisco. Other classic stations are located in Menlo Park, San Carlos and Millbrae. Mission Revival architecture, a style nearly synonymous with California, got its start with the construction of the Burlingame depot in 1894. Also, the brick roundhouse still stands at Lenzen Avenue in San Jose, though it is now unused. Recently lost were Bayshore Yard and all its structures, which died in 1982, and the Mission Revival station in San Francisco, which fell in 1975 to freeway construction and whose site is now occupied by a recreation vehicle park.

San Jose, Santa Clara, San Carlos, San Francisco. Somebody once observed, "If it wasn't for those Spanish saints, they'd have had to number them towns in California."

Both sections of *The City of San Francisco* departed in the morning heading north, 3985 with the UP yellow train on the East Bay Section and 2472 with the *Daylight* train — plus two privately owned ex-UP domes, the *Columbia River* and *Native Son* — on the Peninsula Section. The UP line was not conducive to photo runbys, since most of it is either in an industrial park or underneath the BART elevated, but 2472 performed runbys in both directions. Neither train was far off the mark in their arrivals, with 3985 arriving at Jack London Square in Oakland and 2472 pulling into the new 4th and Townsend station in San Francisco.

Passengers on board both sections were given an all-day pass to ride Muni around San Francisco, which included the light rail lines and cable cars, as well as buses and trolley buses. As an added bonus, Muni and Market Street Railway (a railfan group) operated several historic streetcars through the city, and a three-hour side trip over a number of routes was offered.

The connecting ferry service aboard the *Empress Hornblower* across the bay was a pleasant ride, and both trains returned to San Jose reasonably close to on-time, with 3985 a little early and 2472 somewhat late. Day Two was done. The 3985 had run its last convention trip, and 4449 was waiting in the wings.

Day Three: Recharge the Batteries

Friday, July 24, was a "slow" day for the convention, with no major trips planned to allow time for seminars and business meetings. Short trips were run over the tourist-hauling Niles Canyon Railway and the Santa Clara County light rail line, however. The Niles Canyon line is now home for the Pacific Locomotive Association's fine collection that had been previously at Castro Point. They have laid about three miles of track back onto the former SP right-of-way at Sunol, near Fremont, and within the next few years they expect to have nine miles of track in service. For the conventioneers they were operating their exotic little Porter 0-4-0 Tank & Tender engine (Steptoe Valley Mining & Smelting No.3), ex-Santa Fe 44-tonner 462 and former California Western "Skunk" motor car M200.

The excursion on the Santa Clara County light rail line was the first one ever on the new 20-mile transit system. The trip started with a three-car LRV train that included car 804 (named *Challenge*), the first LRV delivered to County Transit, and car 801, which led the first official train when the line opened in 1987. Our trip departed from the Paseo de San Antonio station, which is directly behind the convention head-

quarters Fairmont Hotel. A photo runby was held near the north end of the line at the Tasman storage track, and after covering the remainder of the system the special stopped at Younger Avenue yard for more photos. At the yard were five historic streetcars used for a tourist operation over the LRV tracks in downtown San Jose, and three of these cars were used to return the passengers to the hotel.

There were a number of seminars held during the day at the hotel on subjects relating to local history and equipment preservation. One of the most interesting was a panel discussion on "Steam Locomotive Restoration into the 21st Century" hosted by Mark Cedeck, which featured UP's Steve Lee, 4449's Doyle McCormack, 2472's Mike Mangini, Santa Fe 3751's Scott Brittin and Norfolk Southern's Carl Jensen. Steve Lee summed up the steam situation in one line: "Folks ask whether these things burn coal or oil — neither, they burn money!"

The afternoon was devoted to NRHS business, including meetings of the board of directors and the general membership. The annual banquet was held in the evening, with the featured speaker being SP's Vice President of Strategic Planning Mike Ongerth, the man who had approved the convention steam moves over the SP.

Following the banquet — at 11:00 p.m. — two busloads of tripod-laden fans were taken to the Santa Clara yard for the official night photo session. Lined up with the splendid cooperation of SP Yardmaster Russ Danley, it was an all-SP gathering, as 2472 was posed on a freight consist with 4449 steaming alongside. The event was run by R&R Editor Jim Boyd with help in the flashbulb department by Victor Hand and photo line assistance by Denis Connell, Mike Eagleson, Bruce Barry and yours truly. The bus coordination was handled by the Central Coast Chapter's Jim Maurer. Even with a $55 price tag, the event sold out quickly, and photographers were treated to three different views before packing it in at 12:30 a.m.

Day Four: Sacramento

Saturday was the day that *Daylight* 4449 would get its first chance to stretch its legs as an official function of the convention: a run to Sacramento. The excursion train dubbed *"The Senator"* departed from the former SP depot in San Jose, now used by Amtrak, and headed up the commute line as far as Santa Clara, where it diverged onto the Coast District's Mulford line for the run into Oakland. The trip wasn't of the "rare mileage" type, as the entire route is covered daily by Amtrak's *Coast Starlight*, but the route is scenic, especially above Oakland. The train was made up of the ten-car Portland consist (counting the classic SP articulated coach as one car) with the addition of four privately owned first class cars (the two ex-UP domes, the ex-Santa Fe dome *Plaza Santa Fe* and the lounge car *Royal Gorge*.

After a crew change at Oakland in the shadow of the condemned 16th Street Station, the train entered the Martinez District, passed through Richmond and came up alongside San Pablo Bay for some water level running. A photo runby was held along the water at Pinole, and once again photographers were able to get elevated views from hillsides. During this runby the 4449 demonstrated its temporary "fireman's side" whistle, a high-pitched chime off of a CB&Q 2-10-4; the whistle had been brought to Portland for the trip by Floridian Skip Gage (see MARKERS).

Soon the train was through Martinez, where it encountered the massive Carquinez Straits bridge into Benicia, the longest (5603 feet) double-track bridge west of the Mississippi River. From 70 feet above the strait, passengers were treated to views of the Navy's mothball fleet and Howard Hughes' spy ship *Glomar Explorer* in Suisun Bay. Continuing with some very fast running to Davis, with its preserved interlocking tower and Mission Revival station, the train was soon crossing the Sacramento River into the state capital.

With a six-hour layover in Sacramento, passengers had time to explore the California State Railroad Museum which features the *Governor Stanford*, the first locomotive purchased by the Central Pacific, and Cab-Forward 4294, the last steam locomotive purchased by the Southern Pacific. Short trips were offered over the museum's "Sacramento Southern" trackage using an ex-Sacramento Northern SW1. Ticket holders were also treated to an all-day pass to ride the light rail system around Sacramento. The modern line features an attractive transit mall in the downtown area, where all auto traffic has been removed in favor of streetcars.

Despite an hour-late departure from Sacramento, a photo runby was held on the return trip just west of the Yolo Causeway, once again taking advantage of late afternoon sun. Dusk fell along the Carquinez Strait, and the passage through the street trackage of Jack London Square was made after dark. After a fast run around the end of the Bay, the train's arrival in San Jose was just past 11:00. All in all, it had been a very pleasant day.

Day Five: Doubleheader

As Sunday morning dawned, all three steam locomotives were being readied for trips. The 3985 and its UP trainset were beginning their eastward trek back toward Cheyenne with a ferry move to Sacramento. Meanwhile, the two SP locomotives operated a doubleheaded trip to Watsonville Junction, south of San Jose on SP's Coast District.

The route of this day's excursion was once again not rare mileage, as it is a regular Amtrak route. The highlight, though, was the two engines on the point with some fast running toward the coast. The temperature was cool, and coastal fog created a heavy morning overcast — and made for great salt-and-pepper smoke effects from the locomotives, a rather unusual occurrence in July. An impressive photo runby was held under the gloomy sky at Aromas.

After an "engine-bending contest" to get the locomotives turned on the recently overhauled Watsonville Junction wye (with the SP GS4 4449 getting the help of SP GP9 3339) and a meet with Amtrak's southbound *Coast Starlight*, they headed for home under rapidly clearing skies. They had the chance to display their stuff again at another photo runby at Aromas on the return trip.

Watsonville Junction is only 43 miles from San Jose, and the trip was a short one by design. Those wanting an early departure from San Jose could make convenient connections toward home, but those who weren't in a hurry had the option of taking a bus from Watsonville Junction to Santa Cruz to ride two tourist lines.

The Santa Cruz, Big Trees & Pacific had their CF7 ready to go along the boardwalk for the first part of the afternoon trip, covering the former-SP Olympia Branch to Felton. The line runs down the center of the street in Santa Cruz through a residential area before plunging into a short tunnel and emerging amongst redwood trees in the San Lorenzo River Gorge. A photo runby was staged upon arrival in Felton, and then the passengers took a break for a barbecue lunch.

Adjacent to the SCBT&P in Felton is the station for the narrow gauge Roaring Camp & Big Trees. The three-foot-gauge line snakes its way up Bear Mountain through the redwoods and has the feel of a logging railroad. In actuality, however, construction of the line started in 1964, it has always been a tourist railroad, and the forest around it has never been logged. Two locomotives were used on this day with Shay No.1, named *Dixiana*, a 1912 Lima that had spent its working life in Tennessee and Virginia, doing the honors on the convention charter. Also running was Heisler 2 (*Tuolomne*), which had been

KODACHROME BILL HOUGH

THE WIND TURBINES on Altamont Pass made a very modern setting for this third westbound photo runby on the 3985's Stockton trip on Wednesday, July 22. On Thursday the 2472 ran up the Peninsula commute line to San Francisco, passing through familiar stations like Burlingame (**bottom**). Passengers could spend the day with the Market Street Railway historic trolleys like PCC 1006 on the "J" line at Mission Dolores Park.

built in 1900 as a narrow gauge engine and run as West Side Lumber No.3. It had been converted to standard gauge in 1947 and worked as West Side's Tuolomne mill shifter before going to Felton in 1963 and being converted back to narrow gauge.

The RC&BT proved to be friendly hosts, holding a photo runby at the summit of Bear Mountain and staging a runby with the Heisler. There was a tour of the shops, which have the feel of a real narrow gauge backshop with locomotives and parts lying about. You could almost believe you were in Chama or Durango. Following the tour it was back to the buses. With their return to San Jose, the 1992 NRHS Convention was history.

KODACHROME STEVE BARRY

KODACHROME STEVE BROWN

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KODACHROME. STEVE BARRY

KODACHROME JIM BOYD / LIGHTING JIM BOYD AND VICTOR HAND

Goin' Home

Of course, by this time the 3985 was in Sacramento, and the 4449 was still in San Jose. Their return trips as passen-

WITH NO MAIN LINE steam trips on Friday, the conventioneers rode chartered historic trolleys (**left**) like handsome 124 on the new Santa Clara County light rail system. The night photo session was held in the Santa Clara yard (**below**) around midnight. En route to Sacramento on Saturday (**above**), the 4449 steamed past the SP's now-unused San Jose roundhouse.

KODACHROME T O REPP

MORNING COASTAL FOG created an overcast beginning to Sunday's doubleheader to Watsonville Junction. The cool air made dramatic smoke effects, however, at the photo runby at Aromas -- and it was one of the very rare instances of the 2472 actually making smoke. Some Watsonville passengers took the return bus tour that tagged the Santa Cruz, Big Trees & Pacific with its CF7 in downtown Santa Cruz (**bottom**) and the narrow gauge Roaring Camp & Big Trees (**below**) with the Shay steaming out of Felton.

ger carrying excursions were essentially mirror images of their inbound trips. The 4449 departed on Monday, July 27, with a run to Sacramento, while the 3985 made its trek back up the Feather River Canyon to Portola. On Tuesday, the 28th, the 3985 continued east to Winnemucca, Nevada, while the 4449 worked up the Sacramento River Canyon and past Mount Shasta to Klamath Falls, Oregon. The *Daylight* completed its run home to Portland with a climb over the Cascades on Wednesday, while the 3985 continued eastward to Elko. The *Pacific Limited* reached Salt Lake City on Thursday, and after a two-day layover it continued to Rock Springs on Sunday and arrived home in Cheyenne on Monday, August 3: 24 days after departing for San Jose!

Thanks

The 1992 NRHS National Convention could not have been possible without a lot of dedicated work. Under the direction of convention chairman Ed Graham, the Central Coast Chapter put on a First Class show. The smooth train operations were the result of a year's worth of planning and effort by rail operations director Hal Lewis, who

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worked very closely with the railroads.

There was a souvenir booklet prepared by Henry Bender, Don Douglas and Steve Manhard that was very informative, and each trip had its own itinerary on a handout that gave a good description of the route. Hats off to all who gave their time.

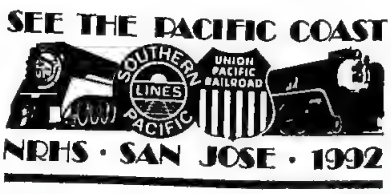
Playing key roles in the convention were the folks from the railroads and other organizations. M.D. Ongerth, Jim Robertson, John Plytnick and Bill Bradshaw were instrumental in Southern Pacific's part of the program, just as Dick Armatage, Steve Lee and Robin Redick were for Union Pacific. Doyle McCormack and the *Daylight* crew and Mike Mangini and his 2472 team put on a fantastic display of SP steam.

When all is said and done, the Central Coast Chapter has a lot to be proud of. The registered attendance was approximately 1300 persons. And if you think that putting on an NRHS convention is "small potatoes," consider that in convention and ferry move tickets and souvenir sales, they handled over $900,000 — and after all the bills were paid, they were "comfortably in the black."

Next year the NRHS will meet in Chicago, where East will meet West as Norfolk Southern comes to town with N&W 4-8-4 611 and Nickel Plate 2-8-4 765 and 2-8-2 587 and the UP makes its first appearance in the Windy City with steam on home track (the former C&EI) in the form of Challenger 3985. Who knows, maybe the N&W 2-6-6-4 1218 will be out of Birmingham in time for our two main line articulateds to meet in Mid-America.

RETURN FERRY MOVES of the 4449 and 3985 were handled as one-way revenue excursions. On Monday, July 27, UP 3985 was climbing through Williams Loop, en route to Portola for the night. Note how the Challenger has weathered to an "in service" appearance. The next day, SP 4449 was charging past Mt. Shasta (**above**) at Andesite.

KODACHROME JIM BOYD



BY JIM BOYD

Michigan's "Mudhen" Mikado

This seems to be my year for promoting tourist railroads with unfortunately "cutesy" names. After touting the overlooked treasures of North Carolina's Tweetsie Railroad last month, this time it's the Huckleberry Railroad of Flint, Michigan. And aside from the name, this is one operation for which absolutely no apologies are needed. They run on a four-mile narrow gauge line that actually goes somewhere, have a collection that includes some remarkably historic rolling stock and are operating the only serviceable Rio Grande K27 "Mudhen" Mikado in the country today. The passenger cars are tastefully painted and lettered in a dignified livery, and the locomotive is a world class restoration to authentic Rio Grande appearance.

The Huckleberry Railroad and its associated Crossroads Village were created by the Genesee County Parks & Recreation Commission in 1976 using a federal Bicentennial projects grant. They are located on the northeast edge of Flint, and the railroad is laid on a portion of the former Pere Marquette line to Otisville. Even the name is not as outlandish as one might first suspect, for the Pere Marquette branch was known locally as the "Huckleberry Line," and folks used to take the train to Shinn Swamp near Otter Lake to picnic and pick huckleberries.

Following the line's abandonment in 1975, the Huckleberry laid three-foot track on about four miles of the right of way from Crossroads Village eastward along Mott Lake and through the community of Genesee to a return loop built in an old sand pit. Another loop was built at the west end adjacent to Crossroads Village. As railroad superintendent Marty Knox observes, "the loops are great, because we're always headed where we're going." (Incidentally, you O&W fans who can't deal with existing railroads can even go to the Huckleberry and hike the abandoned old east loop up "Sandy Patch Grade" and through the pit, which was replaced by the present east loop when the K27 proved to be too much for the soft underpinnings of the old sand pit line.)

I visited the Huckleberry during their August 15-16 Railfan Weekend sponsored by the Parks Commission, the Mid-Michigan

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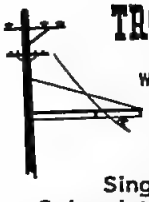

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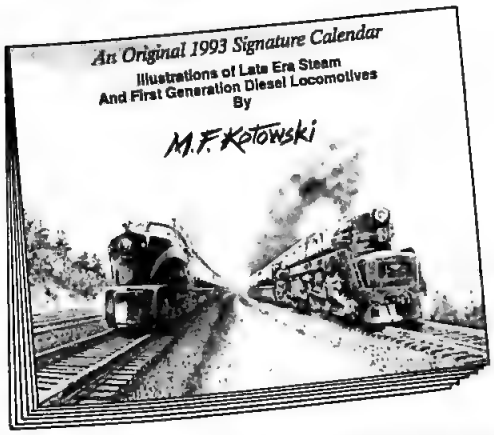

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TWO PHOTOS JIM BOYD

SKIP GAGE of Naples, Fla., had his CB&Q 2-10-4 whistle on SP 4449 for its run to San Jose. On August 6, 1961, (**right**) teenager Skip had been at Battle Creek, Michigan, chasing GTW 4-8-4 6323.

Railway Historical Society and the Huckleberry Railroad Club. One of the unexpected delights was discovering that the railroad superintendent was Marty Knox, a New Jerseyan and former Morristown & Erie railroader. A night photo session was held Saturday evening, and they took my suggestion to pose the train in front of the Crossroads Village Colwell Opera House (page 89), while industrial and advertising photographer Aran Kessler lighted the scene with multiple high-powered studio strobe units. Before and after the weekend's regular tourist schedules, railfan runs were made with four authentic cars (D&RGW coaches 306 and 320, Rio Grande Southern 260 and United Railways of Yucatan observation 100). The open tourist cars were kept to the rear of the consist on the regular trains.

With the Alaska Engineering Commission Baldwin 4-6-0 in the midst of a running gear overhaul, the Rio Grande K27 464 is the Huckleberry's only serviceable steam locomotive at the moment and should handle all of the running for the rest of the 1992 season — weekends through September, October 9-11 and 16-18, and an expanded Christmas festival schedule throughout December, including weekday and night runs for the Christmas light display (call 800/648-PARK for schedule details). The 4-6-0 should be running for 1993 while the K27 gets its wheels renewed. And Marty promises an authentic Baldwin livery for the 4-6-0 when it is outshopped. The next Railfan Weekend is already scheduled for August 14-15, 1993.

That "other" 4449 whistle

About two months ago I got a phone call from somebody I hadn't heard from in nearly 30 years. It was Skip Gage from Naples, Florida. The last time I had seen him was on a CB&Q fantrip sometime back in the mid-1960s. He had just sent me a full-size fiberglass replica of the number plate of CB&Q's famous 4-8-4 5632. He didn't have the original, but he did have three other CB&Q number plates and had used his professional woodworking skills to make up a pattern with interchangeable numerals. In addition to my 5632 plate, he had made up a similar one for 5629 and had sent it to the Colorado Railroad Museum, where their CB&Q 4-8-4 has been displayed with only a painted-on front number plate.

In addition to hashing over old times, Skip had called to tell me that through our mutual friends Glenn Monhart and Jack Wheelihan, he was going to join the 4449's crew for the run from Portland to the NRHS convention and would be bringing with him a CB&Q M4 2-10-4 chime whistle.

Skip's father had been in the steel fabricating business in Chicago back in the 1960s and had a close working relationship with

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FLASHBULBS! Screw base #0 bulbs, .80 each/60 pieces for $36.00. Bayonet bulbs #25/26 $6.00/12, 12 boxes equal $60.00. Shipping additional. Millburn Camera, 201-379-1313. VISA/MC/AE. 1093

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LOCOMOTIVE ROSTERS & COMPUTER DATABASES. Current SP, SF, UP or BN rosters with up to 16 bits of information on each locomotive. Also available in IBM compatible computer databases (specify diskette size). $10.00 each postpaid. SSAE for details. Slates Products, PO Box 437R, Walnut Creek, CA 94596. 293

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TED ROSE WATERCOLORS - Commission painting on subjects of your choice. Recent works available for purchase. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 1093

P.W. Dillon of Northwestern Steel & Wire of Sterling, Illinois. This had resulted in teenage railfan Skip acquiring quite a number of souvenirs from NSW's "treasure room" of artifacts from scrapped steam locomotives.

Upon arriving in Portland, the whistle was put on the auxiliary whistle valve on the fireman's side of 4449 — Skip had taken it aboard the plane from Florida as carry-on luggage (the metal detector must have gone nuts), as he was not about to trust it to the baggage handlers.

The CB&Q's 2-10-4s, built by Baldwin in 1927 and 1929, carried 250 p.s.i. boiler pressure, while the *Daylight* pops at 300 p.s.i. Although the whistle sounded "right" on the 4449, it was unbearably loud in the cab — even though it was mounted inside the skyline casing next to the stack! As a result, it didn't get much use on the run down from Portland, although it was used extensively on the eastbound runby at Pinole on Saturday, July 25, and just west of Davis on that day's return trip. I was walking up through the train and was only a few cars back when I heard the CB&Q whistle cut loose at speed. It sent chills down my spine to hear a shrill chime like that mixed with rapid exhaust and the rumble of passenger cars.

That whistle blew away 25 years in a matter of seconds.

Thanks for the memories.

next month in RAILFAN & RAILROAD

- **THE 1992 COVER ONE CONTEST: See the winner and runners-up of our annual Cover One photo contest.**

DECEMBER 1992 ISSUE ON SALE NOVEMBER 1

Kuralt and the Convention

Although the NRHS and San Jose were never mentioned by name, the Convention received some fine feature coverage on the CBS *Sunday Morning* television show with Charles Kuralt on August 9, 1992. The story on the "family reunion" of steam locomotives concentrated on the SP engines (they'd done Steve Lee and the UP 3985 in a "Postcards from Nebraska" segment in 1990).

The seven-and-a-quarter minute Convention feature put the viewer aboard the 4449's cab with Doyle McCormack and on the 2472 with Neil Vodden and lineside for some superb "railfan style" runbys. A certain R&R editor even got in a pitch for America having the world's finest freight railroads and describing the era represented by the two SP engines — illustrated with some vintage footage from the Mark I and Mitch Dakelman film collections.

The excellent *Daylight* runbys were the result of teaming up CBS producer Mel Lavine, cameraman Peter Dunnigan and sound technician Amy Klitsner with Dave Goodheart of Goodheart Video Productions. With Dave driving and Victor Hand navigating, the veteran railfans led the CBS crew into "all the good spots."

The entire CBS production was intelligent, respectful and interesting. It was aired again in its original form at about 4:30 a.m. EDT

RAILROAD CALENDARS

CALENDAR ADVERTISEMENT - Proposal New England Railroad Calendar for 1993 featuring 14 (8x10) prize-winning photos on heavy stock, @$6 postpaid: Mystic Valley Railway Society, PO Box 486, Hyde Park, MA 02136-0486. Allow 2-4 weeks for delivery. 293

B&O COLOR CALENDAR FOR 1993. Fourteen color photographs. Space for daily notations. $7.50 each plus $1.50 postage. MD residents add 5% tax. B&O Historical Society, PO Box 13578, Baltimore, MD 21203-3578. 293

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WANTED: Anything American Freedom Train/Chessie Steam Special. Slides, photos and or memorabilia. Write to: Michael A. Kavolius, 230 Summit Rd., Elizabeth, NJ 07208-1125. 1192

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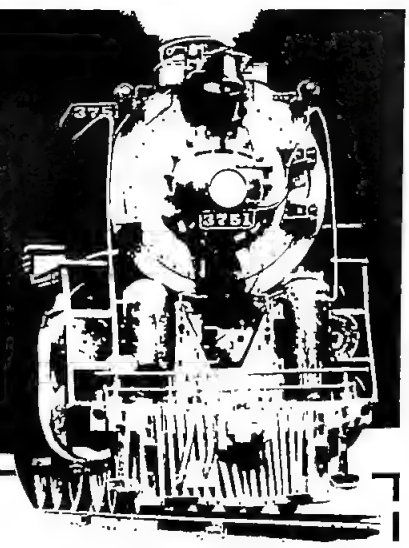

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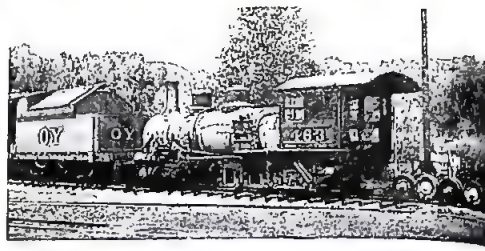

THE "OTHER" K27, D&RGW 463, has been moved from Antonito to the C&TS shop in Chama, N.M , where it is being overhauled for service.

on Tuesday, August 11, on the CBS overnight *Up To The Minute* news show.

The "other" K27

Only two Rio Grande K27 2-8-2s escaped the torch and are preserved today. The Huckleberry's 464, a veteran of Rio Grande Southern and D&RGW Silverton service, was sold to Knott's Berry Farm in California and operated there in the 1970s before being donated to Genesee County in 1981.

The "other" K27, 463, was the one bought by Gene Autry in place of Tweetsie No.12 in 1955 and later donated to the City of Antonito, Colorado, in 1972. After sitting for many years in the Antonito enginehouse, the 463 has been moved to the Cumbres & Toltec Scenic Railroad's shop in Chama, N.M., where work has begun to restore it to service.

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THREE KODACHROMES: JIM BOYD / NIGHT STROBE LIGHTING BY ARAN KESSLER

MIDWESTERN MIKADOS were in action as Rio Grande K27 464 posed for a strobe-lighted night photo session with some of the impressive buildings of Crossroads Village as a backdrop on August 15 during the Huckleberry Railroad's Railfan Weekend. Even more impressive buildings formed the backdrop for the Indiana Transportation Museum's "Fair Train" as a "Monon" F-unit negotiated the street trackage in Noblesville on August 12. Earlier that day the museum had been running NKP 2-8-2 587 between Fishers and Indianapolis for opening day of the Indiana State Fair.

KODACHROME: ROSS GRENARD

EKTACHROME: DAVID M. SEE

THE UPHS CONVENTION in Cheyenne included a night photo session on June 25 featuring LA&SL 2-10-2 5511 on the turntable. The unserviceable 5511 is a stablemate of 844 and 3985. See page 50.

SP 2-8-2 786 passed Bertram, Texas, **(left)** with inaugural excursions on the Austin & Northwestern during mid-July. See page 50.

BUFFALO CREEK & GAULEY 2-8-0s were operating in disguises this past July. Ex-BC&G No.4 **(right)** was steaming as "Southern Railway 604" at Spencer, N.C., while ex-BC&G No.3 **(below)** sported PRR garb at Logansport, Indiana. See page 50.

KODACHROME: RHONDA SETALOTTE

KODACHROME: JIM LUDWIG

KODACHROME: JIM WRINN

SIERRA MIXED on June 20 offered railfans such rare photo opportunities as 2-8-0 No.28 nearing Jamestown, California, with vintage freight cars and SP Harriman coach **(below)**. See page 50.

SAN JOSE STEAM CELEBRATION

Three mighty steam locomotives were the star attractions of the 1992 NRHS Convention in San Jose, California, and Pentrex cameras were on the spot to bring you the most complete coverage of this exciting gathering. Union Pacific Challenger number 3985 is presented as it travels in both directions through the famous Feather River Canyon. Altamont Pass and Niles Canyon are also featured as the engine travels through these areas for the first time in its career.

The Southern Pacific Daylight locomotive number 4449 made several excursion trips during the Convention, and each trip is thoroughly documented. Then Pentrex crews follow the Daylight as it works upgrade through the mountains to Klamath Falls, Oregon, on its northbound return.

The newly-restored Southern Pacific locomotive number 2472 is impressive as it travels round trip from San Jose up the Peninsula to San Francisco. The concluding excursion of the convention features engine number 2472 on the point in an exciting double-header with SP 4449 for a round trip from San Jose to Watsonville.

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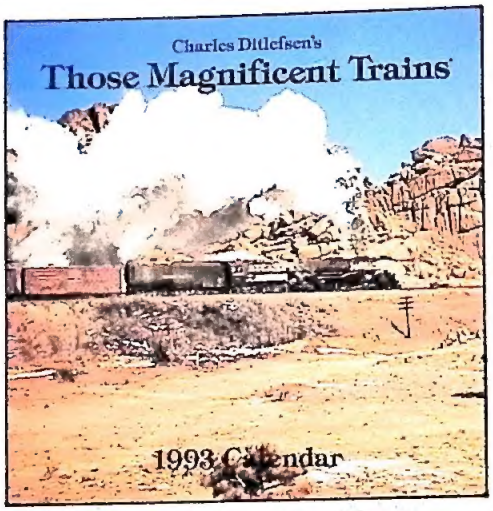

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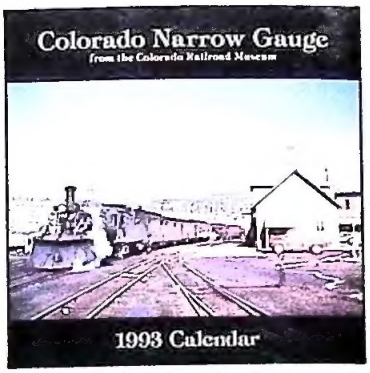

Colorado Narrow Gauge
Classic railroading in the central Rockies from the Colorado Railroad Museum.
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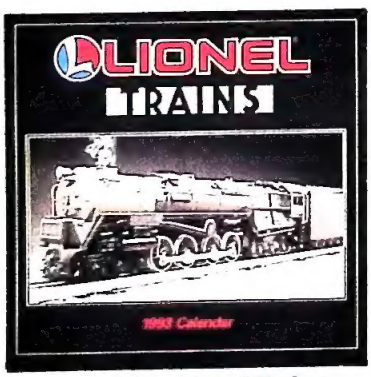

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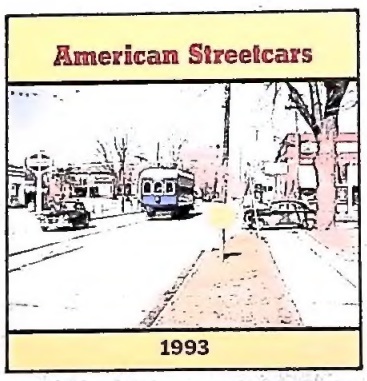

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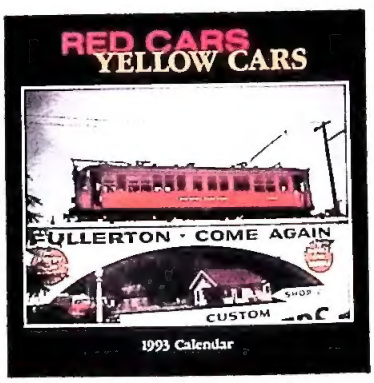

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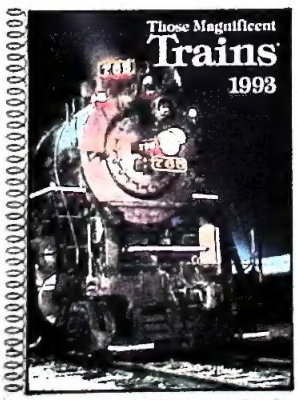

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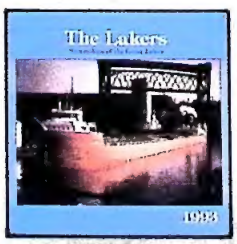

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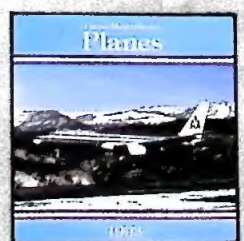

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